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TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.28	12.00	1.15	4.34	5.37	7.09
Yammat ... dep.	6.51	9.25	10.38	12.10	1.25	4.43	5.47	7.20
Shatin ... dep.	7.06	9.40	10.53	12.25	1.40	4.58	6.02	7.35
Taipei ... dep.	7.17	9.51	11.04	12.36	1.51	5.09	6.13	7.46
Taipei Market ... dep.	7.22	9.56	11.09	12.41	1.56	5.14	6.18	7.51
Fanning ... dep.	7.33	10.06	11.19	12.52	2.06	5.23	6.27	8.00
Shenau Shui ... dep.	7.38	10.11	11.24	12.57	2.11	5.28	6.32	8.05
Sham Shui ... art.	7.44	10.17	11.30	13.03	2.17	5.34	6.38	8.11

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Sham Shui ... dep.	7.29	8.06	10.37	11.40	3.53	4.36	5.12	6.05
Shenau Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanning ... dep.	7.38	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipei Market ... dep.	7.48	8.29	10.58	12.03	3.21	5.01	5.33	6.27
Taipei ... dep.	7.47	8.24	11.03	12.07	3.27	5.08	5.37	6.31
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yammat ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon ... art.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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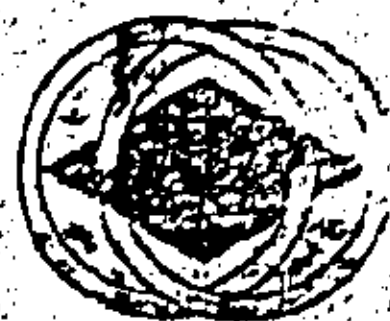
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MR. "PUSSYFOOT" JOHNSON
SEES THE JOKE.

Mr. W. E. (Pussyfoot) Johnson is a cheerful soul. For a man conducting a world crusade against alcoholism, he keeps in wonderfully good humour.

Interviewed in London, Mr. Johnson talked Prohibition with a wide smile on his round, pleasant face. "There's a whole lot of loose, wild, irresponsible talk about Prohibition," he was saying—almost gleefully. "If the half of it were true we wouldn't have Prohibition for six months longer; I'd go out stopping it myself."

"On December 30th, last year I read a half-column cable from New York in the Paris edition of an American newspaper, stating that there were 3,000 cases of appendicitis treated in the hospitals of one State in eleven months of 1923, every one of which cases was caused by moonshine liquor—and 2,300 of them, the cable said, were fatal."

Mr. Johnson shook with laughter. "Well, say!" he added presently. "They might just as well have said 3,000 cases of ingrowing toe-nails! No one ever heard of liquor of any kind causing appendicitis. These things appear in American papers as burlesques."

Mr. Johnson's good eye twinkled—it is nearly five years, you will remember, since, to the regret of all sportsmen, he lost the sight of the right eye during a "rag" by London students—and he went on:

"I was in San Francisco lately, and a lady reporter came to see me. Now look here, Mr. Johnson," she said. "Since Prohibition came in the States in San Francisco for drunkenness have increased 500 per cent. How do you explain that?"

"D'you know it?" asked Mr. Johnson. "Sure I know it!" she said. "I saw it in a newspaper."

"Young lady," I replied, "will you go to the chief of police office and look up the records yourself, and if cases of drunkenness haven't decreased by about two-thirds since Prohibition came in I'll buy you the best hat you can choose out of any shop in this city. Go along now."

"I've got the price for the hat!" continued Mr. Johnson, with a chuckle. "The arrests for drunkenness in San Francisco numbered 17,000 last year there were 7,000. She didn't come back. (Laughter). I didn't have to buy that hat. (More laughter)."

"Shall I tell you about the time I was chasing a moonshine still in California?" asked Mr. Johnson.

"A bunch of fellows thought they could make liquor without interference away out in the desert—in a district south of Death Valley, Eastern California. It was a good idea," said Pussyfoot, "only they had to stick to the water-holes. Well, now, all these water-holes are known, so when the authorities got to hear about their enterprise they just made a round of the water-holes in autos, and picked 'em all up. (Loud laughter)."

"Then the authorities got wind of one that had been overlooked, and as I was around they asked me to go along, I rode in a car 125 miles out into the desert but we found that particular water-hole had dried up, and all we got was a rattlesnake."

"When we got back to report I said: 'Well, sheriff, we found the coil all right but there was no pot with it, guess we left the coil.'"

"[Coil—rings of copper tubing used for the distillation of fumes arising from the pot in the manufacture of whisky.]

"The sheriff was plumb wild. Where was the sense, he said, in leaving the coil around—hadn't we any sense? I let him get all heated up, then I said: 'Well, sheriff, it's this way. This coil had a rattle on the end of it.'"

If the sheriff enjoyed this joke about a rattlesnake as much as Mr. Johnson did they probably laughed for 20 minutes between them. "But you see how Mr. Johnson keeps young—he can laugh at anything."

"A LUCKY HAND."

FORTUNES TOLD IN CHURCH.

A remarkable story of fortune-telling at a Brighton Spiritualist church was told on Sept. 17th, when Elizabeth Taylor Woodall, of Walsall, was summoned for professing to tell fortunes in order to deceive and impose on certain people, and Joseph John Goodwin, the minister of the church, was summoned for aiding and abetting Mr. Kenyon, the prosecutor, observing that the proceedings were brought under the Vagrancy Act, said an attempt would be made to confuse the issue with religion, but religion had nothing to do with the case. It was a straightforward one of fortune-telling.

Mrs. Hayter, the wife of a local detective, described a visit paid to Old Steine Spiritualist Church with her sister-in-law, Mrs. Woodall, she said, took her hands, and said, "You have wonderful spiritual power, and would make a good medium if you understood our religion." Ascertaining that witness's husband was alive, and that witness was born in June, she went on, "That is the month of roses; you ought to be very happy together. Isn't your husband thinking of making an adventure?" she then asked. Witness said, "Yes," and Mrs. Woodall then remarked that he would be successful and would get through with it. He would be most successful in 1925, she added. Witness would have three children; she had a lucky hand, and would have a long life. "Your husband," Mrs. Woodall went on, "is between dark and fair, a little taller than yourself, and fairly healthy. Are you of your mother's build? I can see her," Mrs. Hayter stated.

Witness asked if she could tell her if her father was dead, and Mrs. Woodall replied, "I think he passed to the great beyond three years after your mother. I can see a seizure or a broken blood-vessel." That explained witness, referred to the manner of her father's death, which occurred from quite other causes.

Mrs. Woodall concluded the interview with the words, "You are very lucky. You will never sink, and as one door is closed another will be opened for you."

Witness paid half a crown, which Mrs. Woodall said went to the church.

(Continued on next column.)

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Replying to Mr. Biddle, Birmingham, for the defence, witness said she was not paid to go. She was not disappointed, for she saw the funny side of it.

Elizabeth Hayter, the last witness's sister-in-law, gave similar evidence. Mrs. Woodall told her, she said, that she would marry, a widower when she was 40, but she could not see any children. She further said that her dead mother was present, and "described" her, but the description did not tally.

Giving evidence on oath, Mrs. Woodall said she had been a Spiritualist lecturer for twenty years. "I have clairvoyant vision," she declared. "I see spirit forms and describe them, and oftentimes I get messages from these spirit forms. I give these messages to those who come to me. I don't go into trances at all. I could give my descriptions in this court this morning if I were allowed. I don't read hands or anything of that kind."

She denied holding the other witnesses' hands, or telling them anything about the future. She simply described spirit forms she saw and passed on messages.

The Rev. John William Potter, president of the Church of the Spiritual Evangel of Jesus (to which the Brighton church is affiliated), said this was a registered church and entitled to charge for anything that they gave to the public.

Mr. Goodwin said he was engaged when the interviews spoken of took place, and knew nothing of them. He did not think he should have allowed them, but he did not admit the jurisdiction of the Court.

A fine of 40s. was imposed upon each defendant.

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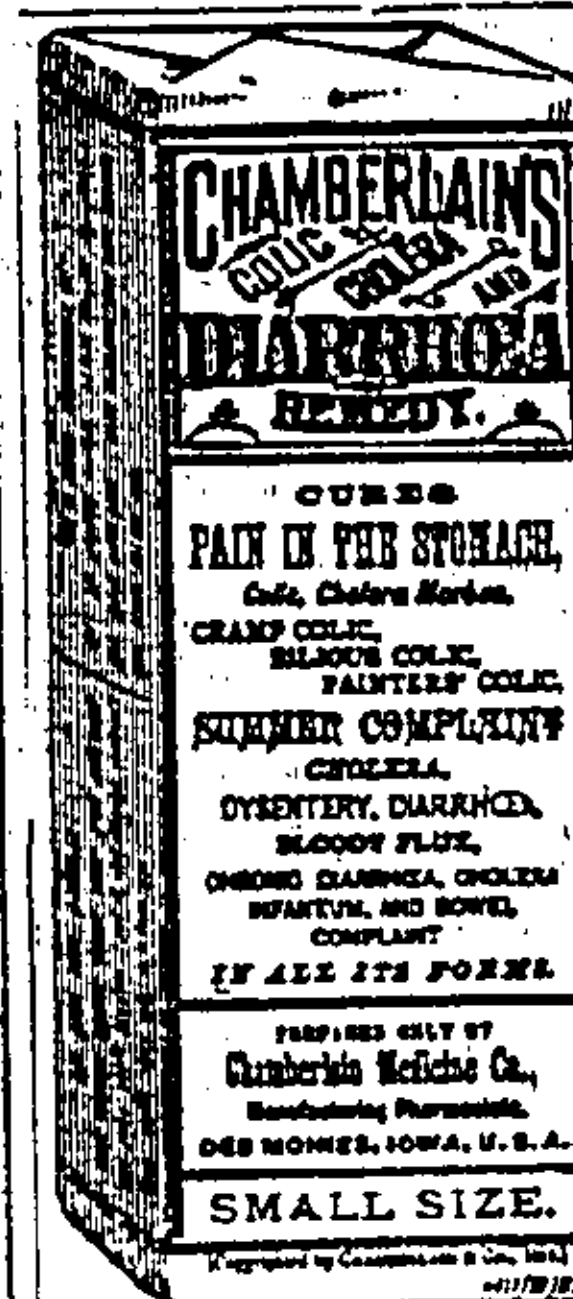
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INDEMNITY.F.B.I. ASK FOR INDUSTRIAL
REPRESENTATION.

The Federation of British Industries feel considerable anxiety in regard to the application of the funds arising from the Boxer Indemnity, due to Great Britain from China. In 1922 His Majesty's Government decided that the balance of these payments should be devoted to purposes mutually beneficial to Great Britain and China, instead of, as previously, to the Sinking Fund.

In due course the Federation addressed a letter to the then Secretary of State for Foreign Affairs, pointing out the importance of this matter to industry, and expressing the hope that any Committee to consider the application of these funds would include an industrial representative or representatives. In reply they received an assurance that a Committee would be set up in due course, on which industrial interests would be adequately represented.

In 1924 His Majesty's present Government introduced a Bill in order to obtain Parliamentary sanction for the application of the Indemnity Funds to their new purposes, and providing for a Statutory Committee of ten persons to advise the Secretary of State as to the application of the funds. This Bill is now awaiting its Report stage in the House of Commons.

In view of certain statements made, however, by the Under-Secretary of State for Foreign Affairs during the debate on the Second Reading, and of rumours that His Majesty's Government, without waiting for the passing of the Bill, were already engaged in appointing the contemplated Committee, the Federation in July, 1924, reminded Mr. MacDonald of the assurance given by his predecessor that industrial interests should be represented on the Committee.

GOVERNMENT REPLY.

In reply they were informed that of the ten seats on the committee two were allocated by the Bill respectively to a woman and to a citizen of the Chinese Republic, and it was proposed to fill the remaining eight seats by the chairman of the committee, a member of the House of Commons, two representatives of Education, a financial expert, and three official representatives. It would, therefore, not be possible to appoint an industrial representative, and it appeared that Mr. MacDonald was of the opinion that the interests of British industry could be adequately served by the attendance of industrial representatives as expert witnesses before the committee.

This situation appears to the Federation to be far from satisfactory. The suggested allocation of representation on the committee, together with the statements made in the House by the Government's spokesmen, and the form in which the Bill has emerged from the Standing Committee, all give the impression that the question of the objects to which these funds are to be applied, which it had hitherto been understood was to be left for decision until careful and impartial consideration by a suitable committee had taken place, has already been prejudged by His Majesty's Government.

The Federation do not question the wisdom of the decision taken to devote this money to purposes beneficial to Great Britain and China. They contend, however, that as this decision involves a sacrifice by British taxpayers of over five million pounds, which would otherwise have been applied to the redemption of debt and consequently in relief of taxation, the greatest care should be exercised to ensure that this sacrifice is as fruitful as possible to Great Britain as well as to China.

Two years ago there appeared to be a general consensus of opinion that the application of the major portion of the funds to educational purposes would be desirable, and the Federation itself was inclined to share this view. Since that date, however, there have been serious developments in China itself, various proposals for other uses for the funds have been made and have received influential support, not only in Great Britain, but also in China, and the general position appears to be such as to demand a most careful reconsideration.

The Federation do not believe that full, competent and impartial consideration could possibly be given to these various proposals by a committee composed in the manner suggested, nor do they consider it equitable that industrial and commercial interests, which are more than any other section of the community directly and immediately interested in a wise application of this money, should be excluded from any representation.

To take one instance only, it does not appear to the Federation possible that a committee without industrial representatives could adequately consider a proposal to apply the funds to the development of internal, and especially railway, communication in China; yet this proposal has much to commend it in present circumstances. The development of internal communications is well known to be one of the most effective agents for improving rapidly both economic and political conditions in any country, while expenditure of the funds for this purpose would immediately benefit both Great Britain and China by affording employment in both countries, and would lay the foundations for further and permanent economic development which might continue to benefit both countries for many years.

The Federation have no desire to prejudge the issue. They are, however, greatly concerned that no decision should be reached on this important question until the fullest consideration has been given to all suggestions, and they maintain that such consideration cannot be given except by a committee on which industry and commerce are adequately represented.

THE BORNEO OILFIELDS.

At a meeting of the Institute of Marine Engineers, Mr. E. B. Seymour Norton gave his account of "An engineer's life in eastern oilfields." The first question, he said, he had heard asked by non-technical persons visiting an oilfield was, "How do you know where to find the oil?" The answer was, "By luck and by judgment."

On the subject of hunting for surface indications, the lecturer said, the local population had been aware of a tiny asphalt lake or "black spot" near the banks of the Sanga Sanga River in East Borneo, and there was also a hill emitting fire-jets of natural gas that had been ignited by lightning. A local planter named Menten, whose name will be recalled by the early visitors to the Sanga Sanga River, and Balikpapan district, took up a concession from the Dutch Government for the mining of petroleum in that region, and sought the necessary capital. After many disappointments he succeeded in interesting the proprietors of the Shell Line of tank steamers, who wished to become producers as well as carriers and distributors of petroleum. At that time he (the speaker) was chief engineer of a shell boat, and was early drafted for engineering work in the new field. But the story belonged to the intermediate period, when Mr. Menten was still hawking his concession from capitalist to capitalist.

The captain of the Dutch surveying ship *Poros* wanted to see the marvels at Sanga Sanga, and an exploring party was organised. The little pitch lake at the back of the mangrove swamp was readily found, but nobody could place Goenong Api, the "hill of fire." Doubtless, tropical rains had extinguished the fire, for he had measured 150 in. of rainfall per annum there. But Ali, skipper of Mr. Menten's launch, swore that he could bring the explorers to the right spot, and led them through the jungle to a tiny hillock shaped like an inverted pudding basin. "Here it is," cried Ali, striking a match, and a roar of flame came from the ground and burnt off both his eyebrows. The story of Ali's finding the gas was a joke against him all his days. He was afterwards captain of one of the fleet of small tankers that took their oil away to the refinery at Balikpapan.

THE GEOLOGISTS' PROBLEMS.

Proceeding, the lecturer pointed out that sandstones, limestones and other sedimentary rocks were originally deposited in horizontal layers on old sea bottoms, the layers being subsequently crumpled into wavelike folds by movements of the earth's molten interior. The crest of a rocky wave was called the anticline, and the trough was the syncline. In an oil-bearing stratum of the rocks, the pressure due to the head of underground water forced the lighter petroleum and gas up into the anticline, where they collected, leaving the syncline destitute. Hence the task of the petroleum geologist was twofold; first, he had to determine the stratum that held the oil; and, second, he had to locate the anticline of that stratum. Now the hills and valleys of the earth's surface had usually been formed by weathering erosion, rainfall and the flow of streams having carved out the depressions which they called valleys, these commonly bearing no relation whatever to the ups and downs of the underlying rocks.

In Borneo, the anticline was like a subterranean knife-edge, and after a certain amount of "wild-catting" or drilling in random places the site of each well had to be determined before-hand by careful geologic survey. At one point, three wells were put down in line across the supposed event of the anticline, the distance between the centres of the holes being only 500 ft., yet although the middle well gave the nine beginning production of 100 tons a day from a depth of 600 ft., the two outer holes were "dusters," or dry holes, although driven to a depth of 1,000 ft.

Let them imagine the task of tracing that elusive hidden knife-edge through the trackless jungle and across the steep ridges separating the erosion valleys. Owing to the geologically recent nature of the surface formations in that region, it was extremely difficult to find the line of the strata: the only sure guide was the dip and strike of the surface outcrops of coal, of which, luckily, there were many. Accordingly, geologists used to search for coal outcrops and from them reconstruct the curvature of the underlying strata.

CINEMA NOTES.

THE WORLD THEATRE.

"Kean" or "Genius and Disorder"—another of the famous stories of Alex. Dumas, is being shown on the screen at the World Theatre to-day. It is a powerfully dramatic tale relating the life and unhappy ending of Edmund Kean, whom the critics and public alike, regarded not only as foremost British actor of his period, but as one of the greatest dramatic geniuses of all time. At the end of the 18th century, when he was at the height of his fame, Kean fell in love with the beautiful Countess Von Koefeld, the wife of the Danish Ambassador to England and his unfortunate passion, drove him mad and caused him to die in miserable surroundings, forgotten and abandoned by all his former friends and admirers and hunted by his innumerable creditors. The screen version of the famous French author's story is a moving picture of love and despair, of dreams and abasement—a picture that makes a poignant appeal which will reach deep into every human heart. Mozzakin, the great dramatic actor on the screen, assisted by an exceptionally talented cast, comprising Lesienko and Kolina, is in the title role and he succeeds in registering almost the entire gamut of emotions.

(Continued on next column.)

THE SHANGHAI AUTUMN
RACE MEETING.

In some comments on the Race Book, a contributor to the *N.C. Daily News* says:—
A preliminary glance reveals the fact that there is a total entry of 84 stables covering 172 ponies, these being divided as follows:—
Subscription Griffins 34
Griffins 32
Old ponies 58
172

Some big stables are very much to the fore as usual. In this respect one notices the "Day" combinations take the lead with the entry of 13 ponies, followed by Liddell 9, Morris 9, Winsome and Husty 8, Toeg 7 (excluding "Columbia" which is included in the "Day" combination), Harry White 6, Robson 6 and Saxson 5.

Racing has been provided each day for the various classes of ponies as follows:—
Sabs. Griffins. Old ponies.
First Day... 2 3 5
Second Day... 2 3 5
Third Day... 2 2 0
Fourth Day... 1 2 4

To the above programme of the fourth day must be added the Grand National Steeplechase and the Griffin and Sub-Griffin Handicaps.

As Subscription Griffins are more than likely to play an ever-increasing part in our future race programmes, it is permissible to dwell as length upon those racing or attempting to race at the Autumn Meeting. Apart from their very poor condition, the "Sabs" which came down for our Autumn 1924 Meeting are a very sorry lot despite the usual expression which greets every new consignment—"the best lot of Subs we have ever had, though poor."

The entry of 54 "Sub" Griffins is on the whole by no means a bad average judging by past experience. However, a fact in connection with this seemingly large proportion, which must not be lost sight of, is that many of the entries were made in the hope that the few weeks between the closing of the entry and the holding of the Meeting might just give the ponies sufficient condition to justify their facing the starter. In not a few such cases, the hope is a vain one, as a rule at least one or two stand out conspicuously a few weeks before the Meeting as more than probable winners. On this occasion there is no such cut and dried certainty in regard to any.

INTERPORT SPORT.

Writing on October 23rd, the *N.C. Daily News* says:—

There is no doubt that the realm of sport provides one of the best and most popular means of bringing together and fostering a spirit of friendship between the foreigners in the various ports in the Far East, Hongkong and Shanghai particularly. At almost every class of Interport contest interest is keenly sustained and the best traditions of sportsmanship invariably are maintained. Interport matches have now come to embrace nearly every form of sport that is played in the Far East: Interport cricket and polo matches have aroused enormous interest for many years past, and so has soccer during the last two or three years. We have had in addition Interport rugby, hockey, tennis, shooting, lawn bowls, swimming, rowing, golf and billiards.

One of the most interesting of these contests between the ports will take place at Hongkong early next month, when Shanghai will send a team of cricketers in an endeavour to avenge the defeat which our local men suffered in "Tam Pearce's match" 12 months ago last May. Shanghai's team has already been chosen, and though it may not include all of Shanghai's best cricketers, it is sufficiently well served in all departments of the game to give our opponents a keen struggle. It is good news that Singapore are definitely to send a team to Hongkong at the same time, so that there will be another of those triangular contests such as took place in 1921, when each of the three teams won one match in the Interport series, and each lost one, leaving matters "all square," if such a term can be applied to anything that is triangular—though abstractly so. The value and interest of these Interport contests cannot be disputed, and we would temper our strong wish that Shanghai will emerge victorious against both Singapore and Hongkong with the hope that there will be exciting finishes worthy of some of the last few matches. That all of the three teams will play in accordance with the best traditions of England's national summer game we know already, from our experience of our local men and our knowledge of the Hongkong and Singapore code of Sportsmanship.

QUEEN'S THEATRE.

In these days of sumptuous settings, a producer has to go far when he offers a picture for which he claims exceptional credit on account of its gorgeous "atmosphere." In "The Moth" which comes to the Queen's Theatre to-morrow, Selznick Pictures challenge anyone to name a picture in which the backgrounds excel in beauty and brilliance those presented in this offering. The stately homes of wealth, the costly furnishings and the wonderful playgrounds of the rich, are reproduced in every detail. The story is taken from a popular novel by William Dana O'Connell entitled "The Moth." It is written around a young girl, Lucy Gilliam, of great wealth; who is left alone in the world and becomes a prey of parasites who infect the outer fringes of society. A mad love of pleasure causes Lucy to fling herself into the vortex of the gayest set of society, and here her happiness of the verge of being wrecked when she is saved by what at first seems but an additional form of disgrace. Norma Talmadge plays the title role and Eugene O'Brien is her leading man. Even without the unquestionably powerful story, the performance of those two insures a delightful entertainment.

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WEDNESDAY, Oct. 29th	FAUST.
THURSDAY, Oct. 30th	AIDA.
FRIDAY, Oct. 31st	TRAVIATA.
SATURDAY, Nov. 1st	RIGOLETTO.
MONDAY, Nov. 3rd	CAVALLERIA RUSTICANA AND PAGLIACCI.
TUESDAY, Nov. 4th	TOSCA.
WEDNESDAY, Nov. 5th	LA BOHEME.

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NOTICE.

CONSIGNEES of Cargo from MARSEILLE, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 3rd November, 1924, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent to me on or before the 7th November, 1924, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 1st November, 1924, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 27th October, 1924. [1411]

S.S. "CAPITAINE FAURE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, MANCHESTER, LONDON, &c., also Cargo ex S.S. "CHEFF MECHANICIEN MATHEOL" from COGNAC, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

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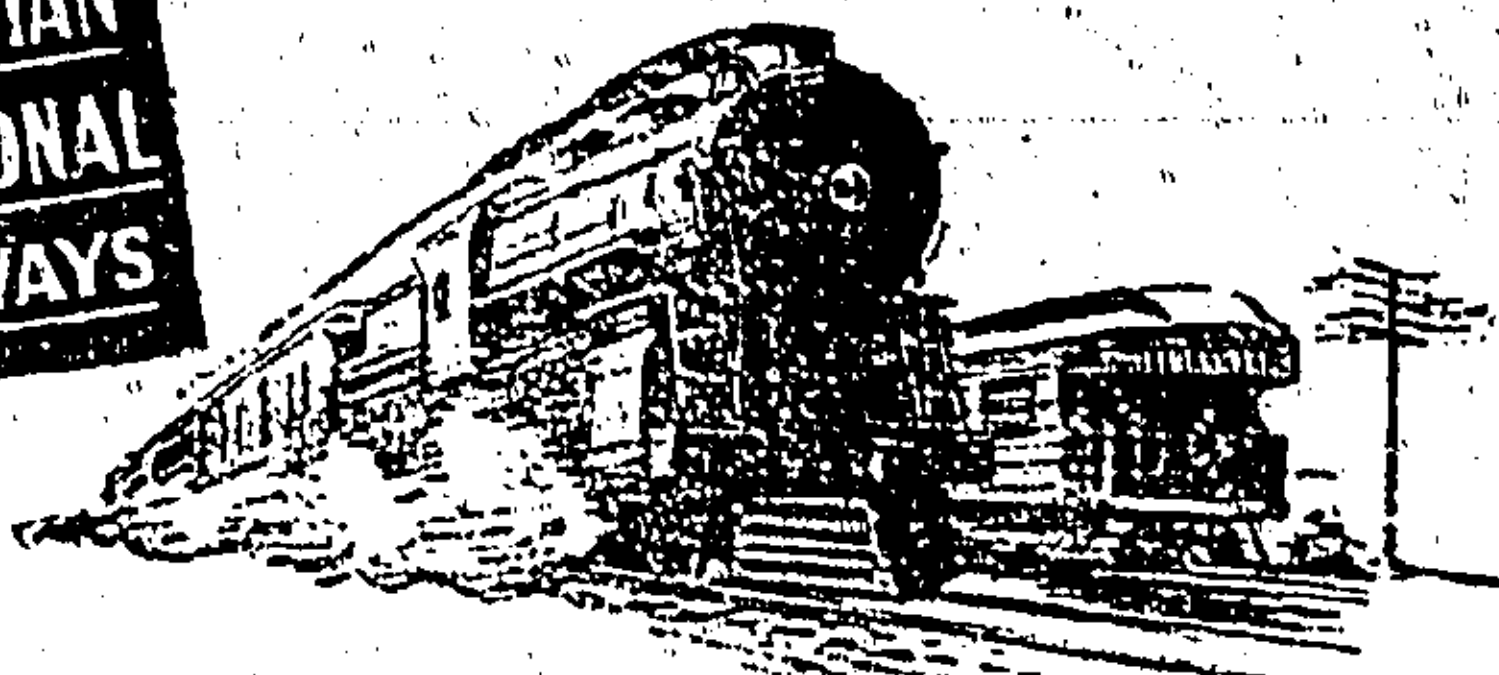
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Colombo, Durban and Capetown.

"CHICAGO MARU" ... Monday, 24th Nov.

BOMBAY via Singapore and Colombo.

"ALPS MARU" ... Tuesday, 4th Nov.

"CELESTES MARU" ... Thursday, 20th Nov.

"HONOLULU MARU" ... Monday, 1st Dec.

BANGKOK, SAIGON & SINGAPORE.

"BUSHO MARU" ... Saturday, 1st Nov.

CALCUTTA via Singapore, Penang & Rangoon.

"INDO MARU" ... Wednesday, 28th Nov.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"AMERICA MARU" ... Friday, 14th Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS.

"HONOLULU MARU" ... Thursday, 30th Oct.

"BORNEO MARU" ... Sunday, 2nd Nov.

"ALTAI MARU" ... Monday, 10th Nov.

KEELUNG via SWATOW & AMOY.

"KAJU MARU" ... Sunday, 2nd Nov., 11 a.m.

"AMAKUSA MARU" ... Sunday, 9th Nov., 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 4th Nov.

TAKAO & KEELUNG.

"BATAVIA MARU" ... Wednesday, 29th Oct.

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CARGO STOWAGE.

CAUSES OF MARINE DISASTERS.

If it were possible to establish definitely the cause of every marine casualty, it is exceedingly likely that in course of time, working from experiences gained, nearly all contributory circumstances other than those due to errors of the human element or the uncontrolled forces of nature would be eliminated, says the *Liverpool Journal of Commerce*.

There are many conditions in ship design and equipment which, however perfect in theory, fail when put into practice. This has been so from time immemorial and the ship as we know it to-day is the result of generations of practical experience, of elimination of unsuitable features and the addition of others more in keeping with the stresses to be encountered. Herein lies the great advantage of the official inquiries which usually follow the loss of ships, for by careful study of all evidence which might have a bearing upon such losses, and ascertaining the material features which contributed to them, there is possibility that future similar occurrences may be avoided. Of late a number of examples of this nature have come to light, the recommendations in regard to securing hatch covers being probably the most fresh in public memory.

STILL ROOM FOR IMPROVEMENT.

But it is not sufficient that the ship itself shall be in such a state as to be able to carry cargo and method of stowage must be equally free from dangerous elements if true safety is to be obtained, and it is the considered opinion of seamen that there still remains room for improvement in this direction. Every investigation of a loss traceable to improper stowage is one step nearer the ideal either in the discovery of new causes of danger or giving wider publicity to those already known or surmised. The court of inquiry held in Bombay into the loss of the *Frangestan* by fire is a case in point. Here, though the actual cause of the fire was not definitely ascertained, it was brought out in evidence that bags of rapeseed, lined, and castor seed were placed on top of cotton, certain of the bags between the bales. Such a method is eminently conducive to spontaneous combustion, and this the court found it to be the alternative explanation to the dropping of a lighted match or cigarette when the cargo was being loaded.

NOT AN UNUSUAL CUSTOM.

There does not appear to have been any unusual departure from the bales and oil seed bags together, for certificates that the cargo had been stowed in a proper manner were granted by surveyors. But it is quite evident that whatever may be the custom, such a system is bad, any tendency to spontaneous combustion which the bales may have being very considerably increased by the addition of linseed or cottonseed oil. Admittedly that when a ship is to load a varied cargo at more than one port it is very difficult to arrange that there shall be no objectionable features, nevertheless it should not be permissible to adopt a method known to be dangerous. It is no answer to point out that cases of fire in cargoes so loaded are comparatively rare. At best it is taking a known risk which is not justified. In his evidence the master admitted feeling some apprehension of fire in the holds, but in view of the surveyors' reports, considered his fear unwarranted. This clearly demonstrates the need for a complete investigation into the whole question of the loading of such cargoes in order that complete unanimity of opinion may be reached, particularly as the marine court had no hesitation in describing the method as improper. Evidently a port custom known to be improper and unsafe cannot be continued unless expediency is to be placed before safety.

FINE SEAMANSHIP.

It would be unfair to comment upon this casualty without paying due tribute to the behaviour of all on board the *Frangestan* after the fire had been discovered. Every effort was made to subdue the flames, even to the adoption for the purpose of certain bottles of CO₂ which were on board, though not designed as fire-fighting appliances, and the ship was only abandoned when it was clear to all concerned that her salvage was impossible. The story of the struggle and the manner in which her pilgrim passengers were safely transferred to the *Clan Mcneiver* had already been fully recounted in the *Journal of Commerce*, and forms a record of fine seamanship and resource which it would be difficult to equal.

SHIPBUILDING COSTS AND COMPETITION.

INTERESTING HOME COMMENT.

In the course of his remarks, at the launch of the "P. & O. liner *Kanpura*, Mr. J. T. Batey, managing director of Messrs. R. & W. Hawthorn, Leslie & Co., Ltd., revealed that his firm had unsuccessfully quoted for six vessels which had now been placed on the Continent. Orders for foreign vessels in England, he added, had practically ceased. Where his firm built seven vessels for foreign firms in pre-war times they were now only building one, and foreign countries were building for themselves. Mr. Batey has no doubt of the cause of it all. The simple truth is that Continental firms can build more cheaply than we can, and nobody who has closely studied the shipbuilding situation will disagree with him when he says that the extra cost of production in this country is due to higher wages, dearer materials and heavier taxation. In the shipyards themselves the wages on the whole are not by comparison high, but even here the recent award of the Industrial Court has had a notably discouraging effect on the ordering of new tonnage. But it is one of the results of the failure of the trade unions (Continued on next column.)

WEATHER REPORT.

October 22nd at 19.04.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 18 deg. N. Long. 127 deg. E., moving West.

October 22nd at 18.50.—Pressure has decreased moderately over Japan, and slightly over the Loochoo and Philippine Islands. It has increased moderately at Shanghai, and slightly from Sharp Peak to Hongkong. The anticyclone has extended southward and strengthened moderately.

The depression or typhoon E. or northern Luzon at 2 p.m. this afternoon was in about Lat. 16 deg. N. and Long. 137 deg. E., moving slowly W. or W.N.W.

Hongkong rainfall for the 24 hours ending at 12 hours, Oct. 22nd 0.00 inch. Total since January 1st, 27.56 inches, against an average of 50.37 inches.

The forecast for the 24 hours ending at 12 hours, Oct. 29th is as follows:—

District ... Forecast

Formosa Channel ... N.E. winds, strong.

Hongkong to Gap Rock ... N.E. winds, fresh.

South coast of China between Hongkong and Lamcocks ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.95	29.99	29.98
Temperature ...	77	73	78
Humidity ...	73	75	50
Wind Direction ...	E	N	NNE
" Force ...	3	2	4
Weather ...	0	0	0
Rain ...	0.00	0.00	0.00

Highest open-air Temperature on 27th ... 78

Lowest open-air Temperature on 28th ... 73

to face economic facts, that men in the competitive industries are earning wages that are, admittedly, barely above the subsistence line, while others in the "sheltered" trades are being paid much more than their work is worth, judged by any reasonable standard. Shipbuilding, undoubtedly, is suffering severely as the result of this disparity, and those who direct the industry will be compelled, unless some readjustment is speedily arrived at, to buy from the foreigner equipment which is turned out under artificial conditions at home. Not only shipbuilding, but other of our great trades are being slowly strangled by the inability or unwillingness of the unions to recognize that co-operation between the various sections of labour is as essential as co-operation between capital and labour if we are to maintain our hold upon the markets of the world, and even to secure the supremacy of British goods in the domestic market. There is, too, the question of the broad distinction between the wages of the skilled and unskilled worker, a distinction that is not often reflected in either the quality or the quantity of work accomplished. Mr. Batey is strongly of opinion that there must be more equity between the rates paid to the two classes, and his opinion is that generally held by those who are responsible for the management and administration of the industry. High railway rates and heavy taxation are burdens which shipbuilding has to bear in common with every other trade. There are signs that the handicap they impose is becoming too heavy. The need for reducing materially the expenses of production is imperative, and we can, at least, share Mr. Batey's view that British shipbuilding, once rid of these disabilities, need fear no competition. It commands everything that is essential to sound construction—a splendid organization, the best workmen in the world, and first-class equipment—but even with these it cannot be expected to perform miracles.—*Lloyd's List*.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
STRAITS & CALCUTTA	"LAISANG"	Friday, 31st Oct., 3 p.m.	
MANILA via AMOY	"SUISANG"	Saturday, 1st Nov., 3 p.m.	
SHANGHAI via SWATOW	"FOOSHING"	Sunday, 2nd Nov., 7 a.m.	
HAIPHONG via HOIHOW	"MINGSHANG"	Sunday, 2nd Nov., 10 a.m.	
BANGKOK via SWATOW & SHANGHAI	"KWAISANG"	Monday, 3rd Nov., 10 a.m.	
TIENTRIN	"WAISHING"	Wednesday, 5th Nov., 7 a.m.	
KOBE via MOJI	"CHIPSING"	Wednesday, 5th Nov., Noon.	
MANILA	"NAMSANG"	Saturday, 8th Nov., 7 a.m.	
SANDAKAN	"YUENSANG"	Saturday, 8th Nov., 11 a.m.	
HAIPHONG via HOIHOW	"HINSANG"	Saturday, 8th Nov., 3 p.m.	
BANGKOK via SWATOW	"LEESANG"	Sunday, 9th Nov., 10 a.m.	
	"HOPSANG"	Monday, 10th Nov., 10 a.m.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lubnan, Tawau and Lahad Datu.

TIENTRIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Cheloo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Friday, 31st October, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"CARMARTHENSIRE"	13th Nov.	"GLENAREY"	19th Nov.	
"CARNABYONSIRE"	17th Nov.	"GLENARDA"	25th Nov.	
"GLENARA"	14th Dec.	"GLENARF"	21st Dec.	
"GLENBEG"	25th Dec.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

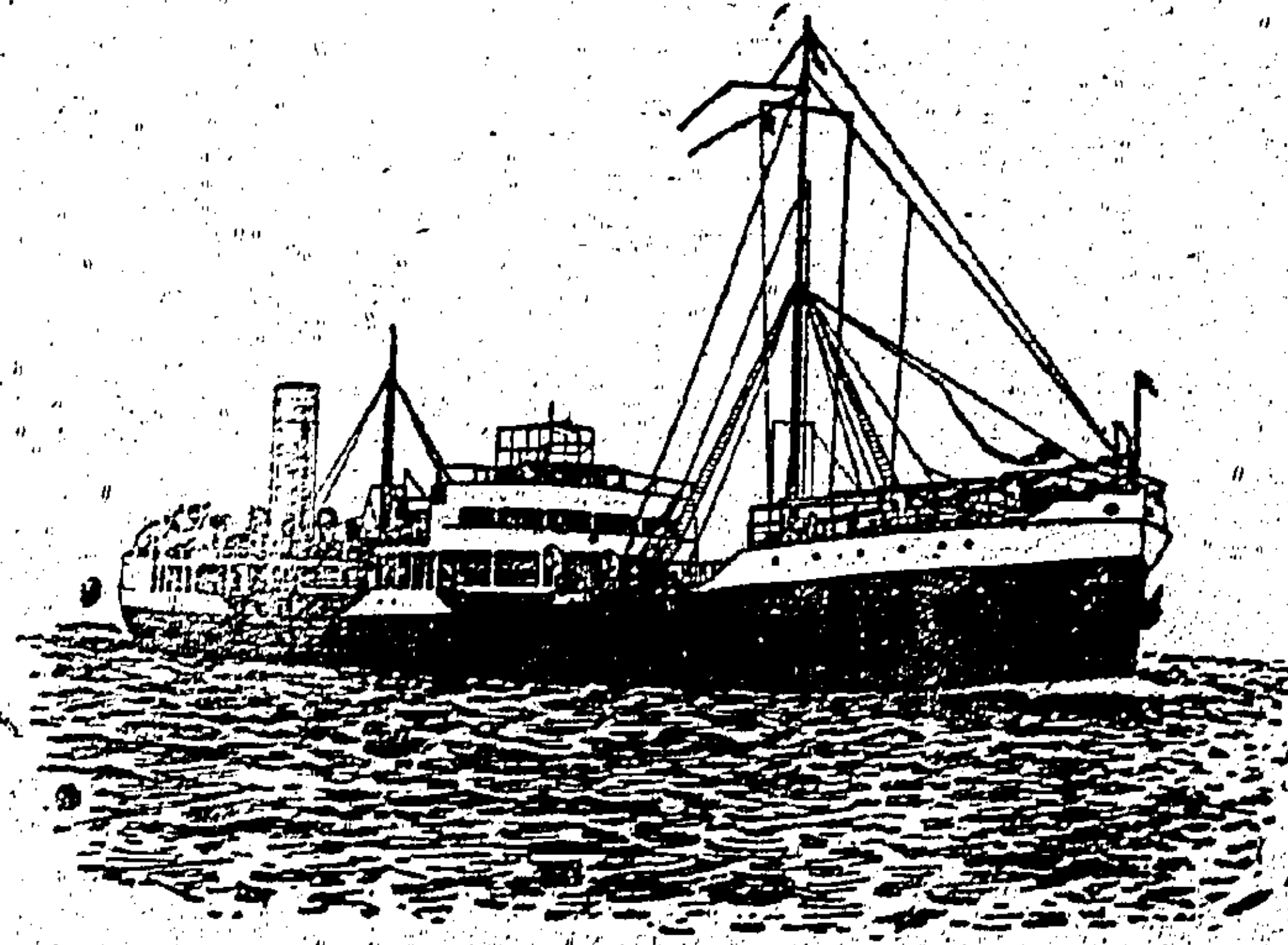
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OIL TANK STEAMER "PALUDINA"

427' 6" x 37' 11" x 27' 6" 3,420 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK in the case of THE ANGLO Saxon PETROLEUM CO., LTD., being one of four similar vessels built in that Works to the same order.

Please address enquiries to the Chief Manager:

M. R. DYER & CO., M.J.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

October 27th:

Cebu Maru, Japanese str., 2,941 tons, Capt. N. Suzuki, from Karatsu, with a general cargo, lying at buoy No. B33—Nanyo Yusen Kaisha.

Ethos Allen, American str., 4,885 tons, Capt. A. C. Iversen, from Amoy, which port she left on October 28th, with a general cargo, lying at Stages—Pacific Mail S.S. Co.

Chong Chong, Chinese str., 1,218 tons, Capt. F. C. Norik, from Saigon, with a cargo of rice, lying at buoy No. C40—Cheong On S.S. Co.

Grange, British str., 5,880 tons, Capt. O. O. Simpson, from Shanghai, which port she left on October 24th, with a general cargo, lying at buoy No. A1—Jardine, Matheson & Co.

Kant Jari, Norwegian str., 1,807 tons, Capt. R. Maneth, from Borneo, lying at buoy No. B33—Thoresen & Co.

Nanning, British str., 1,203 tons, Capt. J. Pringle, from Tientsin and Weihaiwei, with a general cargo, lying at a buoy No. C34—B. & S.

Tjikarang, Dutch str., 6,004 tons, Capt. J. J. Blauvelt, from Batavia and Muntok, with a general cargo, lying at Admiralty buoy No. 1—J.C.J.L.

October 28th:

Batavia Maru, Japanese str., 2,736 tons, Capt. J. Niyamahan, from Sundakan, with a general cargo, lying at buoy No. A25—O.S.K.

Chung Hing, Chinese str., 249 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf—Hong On & Co.

City of Lahore, British str., 4,471 tons, Capt. J. McMillan, from Southampton, which port she left on September 30th, with a general cargo, lying at Holt's wharf—Bank Line.

Dalat, Norwegian str., 761 tons, Capt. L. Th. Paulsen, from Huiphong and Hoihow, with a general cargo, lying at buoy No. C23—Thoresen & Co.

Fern, Swedish str., 1,390 tons, Capt. J. E. Nilsson, from Kwangyuen, with a cargo of limestone, lying at Kowloon Bay—Y.K.K.

Haining, British str., 822 tons, Capt. W. C. Passmore, from Swatow, with a general cargo, lying at Douglas wharf—D. L. & Co.

Kwang Sang, British str., from Canton, lying at buoy No. C38.

Lorestan, British str., 1,406 tons, Capt. A. Inglis, from Singapore, with a general cargo, lying at buoy No. C14—B. M. H. Nemaze.

Phenicia, British str., 4,896 tons, Capt. W. Clark, from Singapore, which port she left on October 22nd, with a general cargo, lying at Holt's wharf—B. & S.

President Grant, American str., 5,419 tons, Capt. M. M. Jensen, from Manila, with 1,500 tons of general cargo, lying at Kowloon wharf—Admiral Oriental Line.

Song Bu, French str., from Canton, lying at buoy No. C46.

Sui Sang, British str., 1,982 tons, Capt. S. O. Mitford, from Manila and Amoy, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.

Sunning, British str., from Canton, lying at buoy No. B9.

CLEARANCES.

October 28th:

Batavia Maru, for Takao.

C. Lopez y Lopez, for Manila.

Carapay, for Shanghai.

City of Lahore, for Shanghai.

Dukat, for Swatow.

Glenogle, for Singapore.

Kwang Sang, for Swatow.

Nanning, for Canton.

Siellin, for Singapore.

Song Bu, for Hoihow.

St. Albans, for Manila.

Sunning, for Amoy.

Taito Maru, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* is now due here at 3 p.m. to-day, October 29th, and will berth at buoy No. A4. She will sail for Manila at 5 p.m. on Thursday, October 30th.

The R.M.S. *Empress of Canada*, Capt. S. Robinson, C.B.E., R.D., R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., with Shanghai, Kobe and Yokohama at day-light on November 1st (Friday).

The N.Y.K. s.s. *Hakozaki Maru* (European passenger line), left London for Hongkong via Suez on October 11th, and is expected to arrive here on November 17th.

The N.Y.K. s.s. *Sado Maru* (Bombay passenger line), left Singapore for Hongkong on October 28th, and is expected to arrive here on November 1st.

The N.Y.K. s.s. *Thames Maru* (Hamburg line), left Singapore for Hongkong on October 28th, and is expected to arrive here on November 2nd.

The N.Y.K. s.s. *Hakusan Maru* (European passenger line), left London for Hongkong via Suez on October 25th, and is expected here on December 1st.

The s.s. *Thesus* (Blue Funnel line), for London, Rotterdam and Hamburg, left Shanghai on the 28th inst. for this port, and is due at Hongkong on November 1st. She will be despatched at 4 p.m. on November 3rd.

The s.s. *Bellevue* (Blue Funnel line), arrived at Boston on October 28th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 6th Nov.
New York & Boston	Mooring Prince	Brit.	Princes Line, Limited	On 20th Nov.
Boston, New York & Baltimore via Suez	Komo	Brit.	The Bank Line, Limited	On 21st inst.
San Francisco via Suez & Jap. Ports & E.L.	President Wilson	Am.	Pacific Mail S.S. Co.	On 5th Nov., 10 a.m.
San Francisco, &c.	West Carmona	Am.	Strathclyde & Barry	On 29th inst.
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th Nov., D.L.
Victoria, Seattle & Vancouver via J. Ports	Shikama Maru	Jap.	Nippon Yusen Kaisha	On 4th Nov., 11 a.m.
Victoria, Seattle, Tacoma, Vancouver, &c.	Africa Maru	Jap.	Ozaka Shosen Kaisha	On 14th Nov.
Victoria, Seattle & Vancouver	Talithybus	Brit.	Butterfield & Swire	On 30th inst.
Seattle & Victoria, via Suez, Hong & Yokohama	President Grant	Am.	Admiral Oriental Line	On 1st Nov., Noon
Manilla, London & Antwerp	Kashgar	Brit.	P. & O. S. S. Co.	On 23rd Nov.
Manilla, London & Antwerp	Amazona	Brit.	Messageries Maritimes	On 7th Dec.
Manilla, London & Antwerp	Auglor	Brit.	Messageries Maritimes	On 9th Nov.
Manilla, London & Antwerp	Portos	Brit.	Nippon Yusen Kaisha	On 24th Nov., 11 a.m.
Manilla, London & Antwerp	Kashima Maru	Jap.	The Bank Line, Ltd.	On 2nd Nov.
Manilla, London & Antwerp	City of Glasgow	Brit.	Butterfield & Swire	On 3rd Nov.
Manilla, London & Antwerp	Cocoon	Brit.	Molochers & Co.	On 2nd Nov.
Manilla, London & Antwerp	Elberfeld	Brit.	Butterfield & Swire	On 4th Nov.
Manilla, London & Antwerp	Thebens	Brit.	Ozaka Shosen Kaisha	On 14th Nov.
Manilla, London & Antwerp	London Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 31st inst.
Manilla, London & Antwerp	Glenagarry	Brit.	Java-China-Japan Line	On 25th inst.
Manilla, London & Antwerp	Oostkerk	Brit.	Nippon Yusen Kaisha	On 30th inst.
Manilla, London & Antwerp	Morioka Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 31st inst.
Manilla, London & Antwerp	Laisang	Brit.	P. & O. S. S. Co.	On 2nd Nov.
Manilla, London & Antwerp	Takada	Brit.	P. & O. S. S. Co.	On 29th inst., Noon
Manilla, London & Antwerp	Sicilia	Brit.	P. & O. S. S. Co.	On 21st Nov.
Manilla, London & Antwerp	Sardinia	Brit.	P. & O. S. S. Co.	On 6th Nov.
Manilla, London & Antwerp	Van Cloon	Brit.	Java-China-Japan Line	On 29th inst., 4 p.m.
Manilla, London & Antwerp	Feris	Brit.	Butterfield & Swire	About —
Manilla, London & Antwerp	Kanchow	Brit.	Yamamoto Kisen Kaisha	About —
Manilla, London & Antwerp	Taiwa Maru	Jap.	Yamamoto Kisen Kaisha	On 8th Nov., 8 p.m.
Manilla, London & Antwerp	Obiwa Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 21st Nov., 11 a.m.
Manilla, London & Antwerp	Hinang	Brit.	Nippon Yusen Kaisha	On 2nd Nov.
Manilla, London & Antwerp	Mishima Maru	Jap.	P. & O. S. S. Co.	On 2nd Nov., D.L.
Manilla, London & Antwerp	St. Albans	Brit.	Butterfield & Swire	On 2nd Nov., 7 a.m.
Manilla, London & Antwerp	Changsha	Brit.	Nippon Yusen Kaisha	On 5th Nov.
Manilla, London & Antwerp	Sado Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 15th Nov.
Manilla, London & Antwerp	Washing	Brit.	P. & O. S. S. Co.	On 1st Nov.
Manilla, London & Antwerp	Sardinia	Brit.	P. & O. S. S. Co.	About 1st Nov.
Manilla, London & Antwerp	Karmala	Brit.	P. & O. S. S. Co.	About 31st inst.
Manilla, London & Antwerp	Manuk	Brit.	Java-China-Japan Line	On 1st Nov.
Manilla, London & Antwerp	Duchessa D'Acosta	Brit.	P. & O. S. S. Co.	On 8th Nov.
Manilla, London & Antwerp	Tikarak	Brit.	P. & O. S. S. Co.	On 2nd Dec.
Manilla, London & Antwerp	Elara	Brit.	Ozaka Shosen Kaisha	On 30th inst.
Manilla, London & Antwerp	Isla de Panay	Jap.	Jardine, Matheson & Co., Ltd.	On 5th Nov., Noon
Manilla, London & Antwerp	Honolulu Maru	Jap.	Java-China-Japan Line	About 29th inst.
Manilla, London & Antwerp	Chipping	Brit.	Ozaka Shosen Kaisha	On 2nd Nov., 10 a.m.
Manilla, London & Antwerp	Tjondari	Brit.	Jardine, Matheson & Co., Ltd.	On 9th Nov., Noon
Manilla, London & Antwerp	Hague Maru	Jap.	Butterfield & Swire	On 28th inst., Noon
Manilla, London & Antwerp	Mingwang	Brit.	Butterfield & Swire	On 29th inst., 5 p.m.
Manilla, London & Antwerp	Teat	Brit.	Douglas Lafrank & Co.	On 4th Nov., 12 Noon
Manilla, London & Antwerp	Kaying	Brit.	Douglas Lafrank & Co.	On 9th Nov., Noon
Manilla, London & Antwerp	Hakama	Brit.	Pacific Mail S.S. Co.	On 8th Nov., 5 p.m.
Manilla, London & Antwerp	President Wilson	Am.	Canadian Pacific O. S. Ltd.	On 8th Nov., 11 a.m.
Manilla, London & Antwerp	Empress Canada	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd inst.
Manilla, London & Antwerp	Yusang	Brit.	Admiral Oriental Line	On 14th Nov.
Manilla, London & Antwerp	President Madison	Am.	Butterfield & Swire	On 14th Nov.
Manilla, London & Antwerp	C. Lopez y Lopez	Span.	Strathclyde & Barry	On 14th Nov.
Manilla, London & Antwerp	West Jester	Brit.		

PASSENGERS.

ARRIVALS.

Per s.s. *Haining*, on October 28th:—Mr. Bevan, Mr. Rose, Mr. Waldergrave, Mr. Cotton, Mr. Harrison, Mr. and Mrs. J. R. Walker and child, Miss G. Baker, and Miss A. Albertson.

Per Admiral Oriental liner *President Grant*, from Manila, on October 28th:—Mr. H. Anfanger, Capt. P. W. Bakeman, Mr. and Mrs. Geo. G. Brooks and son, Mr. Max Devouet, Mr. Joe Dillon, Mr. M. Disheim, Mr. J. M. Elzalde, Miss Edith C. Gray, Mr. John P. Hayes, Mr. and Mrs. Warren H. Hayes, Mr. L. T. Lewis, Mr. G. Lyman, Mr. and Mrs. V. Morente, Mr. A. Munzie, Mr. J. A. Oleson, Mr. M. H. O'Malley, Mrs. Alice L. Smith and two children, Mr. and Mrs. K. R. Smoot, Miss E. Villarruz, Mr. P. C. Whitaker, Miss J. A. Williams, Mr. Y. Furukawa, Mr. S. M. Berggren, Mr. Leon de Smith, Mrs. C. A. Francis and two children, Mr. E. H. Jones and Mr. T. A. Minkievitz.

Per s.s. *City of Lahore*, on October 28th:—For Hongkong: Miss A. M. Bakewell, Miss D. Holbrook, Mr. and Mrs. H. O. Knapsen, Rev. and Mrs. C. N. B. Mackenzie, Miss E. W. Mason, Miss A. K. Storr, Miss B. F. Westell, Miss L. Spaul, For Shanghai: Mrs. F. Atkinson, Miss L. Atkinson, Mrs. L. Barrow, Miss M. D. Barrow, Mr. W. Bragg, Mrs. H. J. Davey, Miss E. Davey, Mr. F. C. H. Elliott, Mrs. F. Fisk, Mr. Gale, Miss M. Garrett, Miss Goudge, Major F. W. Hies, Dr. Lily Hife, Miss M. J. Jordan, Mr. J. C. Koyte, Mr. and Mrs. A. Laws, Mr. T. S. R. Macintyre, Mr. and Mrs. J. T. Moriarty, Mr. and Mrs. S. W. H. Murray, Mrs. M. C. Nazer, Mr. and Mrs. R. H. Welch and infant, Miss Welch, Miss M. Anderson, Miss J. Arthur, Mr. G. W. Bailey, Miss A. M. Bishop, Mr. and Mrs. W. G. Bobby, Miss M. Compton, Mr. and Mrs. Cordner, Miss E. M. Darby, Mr. A. Fryer, Miss D. Furdon, Miss M. C. Goddard, Miss S. Gowan, Miss E. B. Hayward, Miss M. P. Johnson, Mr. C. Lloyd, Mr. and Mrs. H. J. Mungam, Mr. F. W. Pucknell, Miss E. J. Paxton, Miss G. I. F. Taylor, Miss E. V. Vincent, Miss E. Wallis, Miss E. A. White, Mr. G. A. Woodham, For Kobe: Miss O. M. Grigson, Miss K. Hamilton, Miss F. H. Lawrence, Miss D. M. Pearce, For Yokohama: Mr. and Mrs. F. Parrott.

VESSELS EXPECTED.

Diomed (Blue Funnel), due November 21st.

Empress of Canada, due to-day.

Empress of Russia, due November 10th.

Fushimi Maru (N.Y.K.), due November 3rd.

Hector (Blue Funnel), due November 9th.

Honolulu Maru (O.S.K.), due to-day.

Karmala (P. & O.), due October 31st.

Qanfa (Blue Funnel), due October 30th.

President Adams (Dollar), due November 10th.

President Garfield (Dollar), due November 24th.

President Madison (Admiral Oriental), due October 31st.

Sardinia (P. & O.), due November 1st.

Selemaehus (Blue Funnel), due November 15th.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924. With Index. Price—\$1.50. On sale at the Hongkong Daily Press Office.

CANADIAN PACIFIC

IMPORTANT ANNOUNCEMENT.

THE

"EMPRESS OF CANADA"

Will Sail from HONGKONG for MANILA

5 P.M., THURSDAY, OCTOBER 30th, 1924.

And from HONGKONG to VANCOUVER

(Via Shanghai, Kobe, Yokohama & Victoria)

DAYLIGHT, FRIDAY, NOVEMBER 7th, 1924.

HOLLAND EAST ASIA LINE
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Navigation Company.

Regular Four-weekly Service between

[Japan, Vladivostok, China, Hongkong, Manila, Singapore

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Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

ARRIVALS FROM EUROPE:

11. "OUDEKERK" ... 18th November
12. "SALAWATI" ... 18th December
13. "OLDEKERK" ... 14th Jan., 1925.

SAILINGS FOR EUROPE:

11. "OOSTERK" ... 31st October
12. "SCHIEDYK" ... 26th November
13. "OUDEKERK" ... End of December

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PACIFIC MAIL

STEAMSHIP CO.

S.S. "PRESIDENT WILSON"

SAILS FOR

Shanghai, Japan, Honolulu and
San Francisco,

MIDNIGHT, TUESDAY, NOVEMBER 4th, 1924.



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VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports—

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G-406, G-420, G-440

SHIZUOKA MARU ... Tuesday, 4th Nov., at 11 a.m.

YOKOHAMA MARU ... Sunday, 2nd Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KASHIMA MARU ... Wednesday, 6th Nov., at 11 a.m.

HAKONE MARU ... Wednesday, 19th Nov., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU ... Friday, 5th Dec.

LIVERPOOL via ADEN & MARSEILLES.

TATAMA MARU (Calls Glasgow) ... Friday, 31st Nov.

SYDNEY & MELBOURNE via Manila Ports.

MISHIMA MARU ... Friday, 31st Nov., at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 3rd Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU (Calls Port E. & Delagoa B.) ... Thursday, 6th Nov.

BOMBAY via Singapore, Penang & Colombo.

MORIOKA MARU ... Friday, 31st Oct.

OYELON MARU ... Monday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Friday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Wednesday, 12th Nov.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU (Omit Shanghai) ... Thursday, 13th Nov.

THAMES MARU ... Sunday, 2nd Nov.

FUSHIMI MARU ... Monday, 3rd Nov.

HAKOZAKI MARU ... Tuesday, 4th Nov.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2423. Y. YAMAMOTO, Manager.

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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings From Hongkong. Subject to Alteration.

"CITY OF GLASGOW"	5th Nov.	Mars. L'don, Antwerp, Hamburg
"CITY OF LAHORE"	4th Dec.	Mars. L'don, Antwerp, Hamburg
"CITY OF KARACHI"	18th Jan.	Do.
"CITY OF BARODA"	1st March	Do.
"TRAFFORD HALL"	11th April	Do.

PASSENGER SERVICE.

"CITY OF LAHORE"	4th Dec.	Mars. L'don, Antwerp, Hamburg
"CITY OF KARACHI"	18th Jan.	Do.
"CITY OF BARODA"	1st March	Do.
"TRAFFORD HALL"	11th April	Do.

FARES TO LONDON.

"CITY OF LAHORE"	4th Dec.	Mars. L'don, Antwerp, Hamburg
"CITY OF KARACHI"	18th Jan.	Do.
"CITY OF BARODA"	1st March	Do.
"TRAFFORD HALL"	11th April	Do.

For further particulars, apply to—
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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"KOSMO"	via Suez Canal	31st Oct.
"CALOCHAS"	via Suez Canal	10th Nov.
"AJAX"	via Suez Canal	1st Dec.
"KATHLAMBA"	via Suez Canal	1st Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

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HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS	25th Sept.	27th Oct.	9th Nov.
AMAZON	9th Oct.	10th Nov.	23rd Nov.
ANGOR	23rd Oct.	24th Nov.	7th Dec.
ANGERS	6th Nov.	8th Dec.	21st Dec.
PAUL LECAT	27th Nov.	29th Dec.	18th Jan., 1925.
ANDRE LEBON			

RATES OF PASSAGE MONEY TO MARSEILLES

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A CLASS (1st Class).....£ 95.0s. Od.	B CLASS (1st Class).....£ 65.0s. Od.
STEAMERS (2nd).....£ 68.0s. Od.	STEAMERS (2nd).....£ 60.0s. Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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& DUNKIRK about

"LT. ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAVRE is due to arrive about 2nd week of November.
Sailings subject to alteration without notice.

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REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. W. C. Pasmore	Thursday, 30th Oct., at 5 p.m.
HAIPHONG	Capt. Ellis Walker	Tuesday, 4th Nov., at 1 p.m.
HAIPHONG	Capt. A. H. Stewart	Friday, 7th Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAIPHONG" and "HAIPHONG" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

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and

NEW YORK

SS. "MOORISH PRINCE"	20th November.
SS. "CELTIC PRINCE"	1st December.

For Freight and Full Particulars, apply to—

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PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,813	29th Oct. Noon	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,005	1st Nov. Noon	Mars. L'don & Antwerp.
"MALWA"	10,941	15th Nov.	Mars. L'don & Antwerp.
"SARDINIA"	6,884	28th Nov.	S'pore, Penang, Colombo & B'bay.
"KARMA"	9,098	29th Nov.	Mars. L'don & Antwerp.
"MANTUA"	10,902	13th Dec.	Mars. L'don & Antwerp.
"SOUDAN"	6,884	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,135	27th Dec.	Mars. L'don & Antwerp.

1925

"MACEDONIA"	11,089	10th Jan.	Mars. L'don & Antwerp.
"SICILIA"	6,813	31st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars. L'don & Antwerp.
"MOREA"	10,911	7th Feb.	Mars. L'don & Antwerp.
"SARDINIA"	6,884	18th Feb.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,098	21st Feb.	Mars. L'don & Antwerp.
"MALWA"	10,941	7th Mar.	Mars. L'don & Antwerp.
"KARMA"	9,098	18th Mar.	S'pore, Penang, Colombo & B'bay.
"SOUDAN"	6,884	31st Mar.	Mars. L'don & Antwerp.
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	4th Apr.	Mars. L'don & Antwerp.
"KARMA"	9,098	18th Apr.	Mars. L'don & Antwerp.
"SARDINIA"	6,884	28th Apr.	S'pore, Penang, Colombo & B'bay.
"MACEDONIA"	11,089	2nd May	Mars. L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	2nd Nov.	Singapore, Penang & Uluva.
"TALMA"	10,000	16th Nov.	do.
"TILAWA"	10,000	27th Nov.	do.
"TALIBA"	8,500	7th Dec.	do.
"TAKIWA"	8,500	16th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct. 4 p.m.	Manila, Sandakan, Thursday
"ABAPURA"	4,500	30th Nov.	Island, Kowloon, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc. The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KARMA"	9,098	1st Nov. D.L.	Shanghai, Moji & Kobe.
"SARDINIA"	6,884	1st Nov. D.L.	Moji & Kobe.
"MALWA"	10,941	2nd Nov. D.L.	do.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	18th Nov.	Kobe.
"SOUDAN"	6,884	29th Nov.	Shanghai, Moji & Kobe.
"TAKIWA"	8,500	29th Nov.	Moji & Kobe.
"KARMA"	9,098	2nd Dec.	Kobe only.
"SARDINIA"	6,884	8th Dec.	Moji & Kobe.
"MALWA"	10,941	15th Dec.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	27th Dec.	do.

1925

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHGAR"	9,098	24th Jan.	do.
"SARDINIA"	6,884	24th Jan.	do.
"EASTERN"	4,500	31st Jan.	Moji & Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.
"KASHGAR"	9,098	21st Feb.	do.
"SOUDAN"	6,884	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ABAPURA"	4,500	7th Mar.	Moji & Kobe.
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe.
"KARMA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	6,884	4th Apr.	do.
"KHIVA"	9,135	17th Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	16th May	do.
"MALWA"	10,941	29th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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Tel. Central No. 155.
S. MITARAI, Agent.
Top Floor King's Building.
Tel. Central No. 140 & 4457.

CHINA NAVIGATION CO., LIMITED.

Port	Steamers	Date of Departure	D.L.
AMOY & SHANGHAI	"SUNNING"	On 29th Oct.	4 p.m.
WAIHAIWAI, CHEFOO & TIEN-TSIN	"KANOROW"	On 29th Oct.	4 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 30th Oct.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Oct.	10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 30th Oct.	11 a.m.
SHANGHAI & TSINGTAO	"NANNING"	On 30th Oct.	4 p.m.
SHANGHAI & SINGAPORE	"LINGCHOW"	On 1st Nov.	4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 2nd Nov.	11 a.m.
AMOY & SHANGHAI	"SUICHANG"	On 4th Nov.	D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 5th Nov.	Noon.
SWATOW & SHANGHAI	"SHANTUNG"	On 6th Nov.	11 a.m.
WAIHAIWAI, CHEFOO & TIEN-TSIN	"HUICHOW"	On 8th Nov.	4 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN"	On 9th Nov.	Noon.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Rangoon, Thursday Is., Rabaul & Aus. Ports about
"CHANGSHA"	1st November	5th November
"TAIYUAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Room. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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FOR NEW YORK AND BOSTON via SUEZ.

SS. "DABRE CASTLE"	...	Sails 12th November.
SS. "EGREMONT CASTLE"	...	Sails 8th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).

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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

SS. "DUCHESSA D'AOSTA"	...	Sails about 1st November.
SS. "NIPPON"	...	Sails about 22nd November.
SS. "ROSANDRA"	...	Sails about 2nd December.
SS. "NUMIDIA"	...	Sails about 22nd December.
SS. "VENEZIA"	...	Sails about 1st Jan., 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

SS. "PERSIA"	...	Sails about 6th November.
SS. "DUCHESSA D'AOSTA"	...	Sails about 8th December.
SS. "NIPPON"	...	Sails about 2nd Jan., 1925.
SS. "ROSANDRA"	...	Sails about 7th Jan.,
SS. "NUMIDIA"	...	Sails about 2nd Feb.,
SS. "VENEZIA"	...	Sails about 7th Feb.,

NATAL LINE OF STEAMERS.

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Through Bills of Lading issued from Hongkong.

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U.S.S. "WEST CARMONA"	...	Due Hongkong 23th Oct.
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Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

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G. P. BRADFORD, Res. Agent

RECORD HAUL OF ARMS. FULL DETAILS OF MONDAY'S SEIZURES.

Over 130 pistols of different makes, and approximately 31,000 rounds of ammunition, constituted the "bag" of arms made by Hongkong Revenue Officers in the course of three raids on Monday.

The seizures, which were exclusively reported in the *Daily Press* yesterday, form the biggest one day's haul this year, and may possibly be a record for a considerably longer period.

Full details of the captures were obtained by one of our representatives yesterday.

It appears that 83 pistols of various makes, together with 26,000 rounds of ammunition, were found on two sampans which were lying, along with other craft, close inshore in Yaumati Bay. The occupants of the two sampans must have seen the Revenue Officers from some distance, and made their escape without loss of time.

That the vessels had been deserted only just previous to the officers' arrival was shown by the fact that food, laid out for consumption, was found to be still quite hot.

Another capture by the Revenue Department consisted of three gunny-bags, containing 24 Mauser pistols, 2,020 rounds of Mauser ammunition, and 40 butts for Mauser pistols. The bags were thrown overboard from a launch (name unknown) which was being pursued by a Revenue vessel, and were afterwards recovered from the harbour. The launch got away.

The third haul of arms was made on board the s.s. *Amazon*. 25 pistols of various types and 2,982 rounds of ammunition being found in a concealed compartment in the woodwork linings of the junior officers' dining saloon.

A Revenue Officer engaged in searching the vessel, observed that two screws had been tampered with, and that two sections of woodwork differed slightly in colour from the remainder. He removed the sections and discovered the hidden arms.

This last haul formed the subject of a case which came before Mr. R. E. Lindell at the Central Magistracy yesterday, when three young Chinese were charged in connection with the affair.

Owing to insufficient evidence the defendants were discharged by the Magistrate, who made an order for the arms to be confiscated.

A SEIZURE ON THE "PHRANANG."

Detective-Sergeant Kirby of the Water Police when searching the steamship *Phranang*, lying in the harbour off West Point, yesterday morning, made a seizure of 30 sacks, each weighing about 2 cwt., containing empty cartridges and bullets. Some men belonging to the company's staff have been detained.

The *Phranang* is a steamer which trades between Saigon, Hoibow and Hongkong.

WELLINGTON STREET FIRE.

FOUR-YEAR-OLD CHILD'S DEATH.

HER TERRIBLE ORDEAL.

In the fire which broke out at about 12.30 yesterday morning and completely destroyed No. 77, Wellington Street, a little girl aged four years met a terrible death. When the alarm was given the child was asleep on the first floor, and was not brought out until the fire had been nearly extinguished. For more than an hour she had been subjected to unbearable heat and was badly scorched by the flames.

It was not until the fire escaped had been ordered to return to the station that the Brigade received a message informing them that the child was still in the building. The escapees were rushed back to the scene, and Supt. Brooks entered the room and found the child still alive. She was taken to the Government Civil Hospital with all possible speed, but it being impossible for anything to be done for her, she expired at 7.5 a.m.

The fire is stated to have originated in a cook-lift on the first floor.

The ground floor was occupied by a jeweller on one side, and by a hatter and mattress-maker on the other, the upper floors serving as dwellings. It is understood that only the jewellery stocks were insured for \$4,000.

UNLICENSED MOTOR CAR LEFT UNATTENDED.

CASE DISMISSED.

Before Mr. W. Schofield at the Central Magistracy yesterday afternoon, Mr. W. G. Routley, land bailiff in the Pingsham district of the New Territories, was charged with using an unlicensed motor car in Connaught Road.

Mr. C. A. S. Russ, who defended, said that he would like to call attention to the most extraordinary thing his client was charged with. It was an offence that did not exist. The regulations stated that "A driver shall not drive a vehicle in respect of which a vehicle licence is required, unless such vehicle is duly licensed." Instead of this he was charged with using his car. It was a very sloppy charge.

Sergeant Nichol said that he found the car unattended in the stand and could not find the driver. Last year Sergeant Dorling owned the car, and he told him that the new owner was Mr. Routley. The car must have been used before it reached Connaught Road.

His Worship said that they would amend the charge to leaving the car unattended on the road side.

Continuing, Mr. Russ said that there was no offence in leaving a car unattended in the roadway. This was an unlicensed car.

Sub-Inspector Alexander asked for the charge to be amended to Regulation 5, which stated that "A licence is required only in respect of a vehicle enumerated in the following table—" the table of vehicles including a motor car.

Mr. Russ said that it was not an offence to have a motor car in a backyard so long as it was not driven. It was not an offence to own an unlicensed car.

His Worship dismissed the case.

MURDER IN A SAMPAN.

CHINESE REMANDED.

At the Central Magistracy yesterday afternoon, a Chinese was charged with the murder of a boat woman in Aberdeen Harbour on September 22nd.

Mr. J. H. B. Nihil, Crown Solicitor, prosecuted and said the facts of the case were that on the evening of the 22nd, two men boarded the woman's sampan at Aberdeen and shortly afterwards the woman commenced rowing them to Apichau. When in mid-stream a hawk in another boat heard cries of "Save life," whereupon he rowed to the scene, and saw the two men jump from the sampan into the water. He rowed after one of the men, defendant, and with the assistance of other boats caught the man.

The woman was stabbed in the neck and also struck on the head. She died in Hospital two days later. It is alleged that the men were out for robbery.

Mr. R. E. Lindell adjourned the case.

PIRATICAL COOKS

CAPTURE VESSEL AND STEAL HER CARGO.

Regarding the piracy on the s.s. *Wai Hoi* in the vicinity of the First Cliff, on the West River, last Saturday morning, the latest reports state that the brigandage was started by six Chinese cooks, who had been engaged in Hongkong.

Having obtained control of the vessel, the cooks forced the pilot to proceed to Staunton Island, where three more pirates came aboard. One of them, who is stated to be a qualified pilot, at once took command of the ship. He manoeuvred her up a small uncharted creek at Kong Mi Island, and here all the cargo was taken off. After eleven members of the crew had been taken as hostages, the *Wai Hoi's* own pilot was allowed to take her away.

MISS DALLAS FRASER'S

RECITAL.

AN INTERESTING PROGRAMME.

Miss Fraser is offering some choice examples of cello compositions at her recital in the City Hall on Friday next. Included in the programme is an "Elegie" by Mr. Harry Ore, a "Bourée" (unaccompanied) by Bach, and a Gavotte by Popper. Two short pieces by Percival Warren, a modern composer for the cello, should make the concert additionally interesting, in addition to the other items in a fascinating programme. Miss Fraser, who is an English 'cellist of repute, demonstrated her command over her instrument at the Navy League Concert last week.

HARBOUR CABLE FOULED.

MASTER OF "HAI FOONG" CHARGED.

NOMINAL FINE OF \$5.

Charged with anchoring his ship in a prohibited area, Capt. W. S. Turnbull, Master of the Douglas Steamship Co. vessel *Hai Foong*, appeared before Lt. Comdr. G. F. Hole, R.N., at the Marine Magistracy yesterday morning.

Evidence was given by Mr. A. Stevens, of the Eastern Extension Telegraph Company, and Mr. W. R. Hillyer, of the Harbour Department. As the result of a report to the effect that the service on the cable between Hongkong and Kowloon had been impaired, inquiries were instituted and it was discovered that the *Hai Foong*, when going to her wharf, had picked up the cable on her anchor. Measurements were taken and it was decided that the ship had anchored in prohibited territory.

The Master of the ship stated that for the past ten years he had docked at the wharf and had never had any difficulty. As soon as the ship was secure to the wharf, he began hauling in his anchor and when he raised it above the water he found that the telegraph-telephone cable was on it.

Models were introduced into the court to show the exact position of the ship, and charts were consulted as to the exact course taken.

Mr. G. K. Hall Brutton, who appeared for the defence, questioned whether it was not possible for the cable to shift from its original position due to the movement of tides. Mr. Stevens said he had never known one to move.

The Magistrate decided that the anchor had been dropped in a prohibited area, and assessed a nominal fine of \$5 or five days. The defence asked for a stay of execution for seven days with a view to further proceedings. This was granted.

SHAMEEN AS A DEPOSIT SAFE.

[FROM OUR CHINESE CORRESPONDENT.]

According to rough estimates attributed to Canton official sources, some \$80,000,000 worth of local and foreign currency and negotiable papers from native banks in Canton have been moved into Shameen, since October 10th. Up to October 27th, native banks of importance had not seen fit to resume business, while the exchange and clearing-house were still suspending operations, an act practically closing Canton to any large trade. It has been the decision of the native bankers to embarrass the Kuomintang Red administration until Dr. Sun Yat Sen and his following are ousted from Canton, an act they look to their Merchants Volunteers and General Chen Chiung Ming's Cantonese forces to perform. With the closing of exchange and the native banks, the wholesale rice guild had to suspend business also. The small money exchange shops and rice depots, unable to resist Red intimidation, are re-opening their doors but finding business exceedingly difficult, owing to Reds insisting in paying the pre-massacre prices.

The Kuomintang Reds are now proposing a commission of Kuomintang moderates to improve the situation at Canton, and among those mentioned for the special commission are General Hsu Shao Cheng, an ex-Governor proposed for re-appointment in place of the incumbent, Mr. Hu Han Min, a radical Red; General Fan Shih Sheng, a Yunnanese mercenary, to be made acting Mayor of Canton in place of General Li Fook Lam; and General Liao Heng Chao, another Yunnanese mercenary, who is being named as acting commissioner of police to succeed General Wu Te Chen.

BRIGHT STUDENTS.

The following gems are taken from the *Yellow Dragon*, Queen's College magazine:

Mr. Mencock: "What is meant by hard water?"
F.S. Boy: "Ice, Sir."

Pupil: "I have only skimmed the lesson over."

Mr. Crook: "Then, give me the cream."

"Young man," said the serious-minded teacher as he gripped the class 3 pupil by the shoulders, "the Devil has got hold of you."

"I believe he has," replied the bad youth.

Teacher: "How would you punctuate the following: 'Gertie, a beautiful girl, was walking alone?'"
Q.C. Prefect: "I'd make a dash after Gertie, Sir."

HONGKONG JOCKEY CLUB.

SIXTH EXTRA RACE MEETING.

The following are the entries for this meeting which is fixed for November 8th: 1.—SHAWKIWAN STAKES (Five Furlongs).—Golden Jubilee, Drake, Exchange Bill, Eli, Uncle George, and Full House.

2.—3RD AGGREGATE STAKES (1 Mile).—Roman Parrot, Silver Spear, Spotted Sand, King Johnnie, Ah Mee, Rothesay, Koh-I-Noor, Pencastle, Fern Leaf, Gold Leaf (late English Money), Prince Regent, Washington, Kashmir, Magnificent Dahlia, Valiant Dahlia, and Newton Abbot.

3.—STANLEY PLATE (Six Furlongs).—Langsat, Silver Spear, Sycee Bill, Charcoal, Grey Cloud, Grey Struck, Grey Dragon, Loch Rannoch, Hartfield, Gold Leaf (late English Money), Smart Guy, Irrepressible, Fatsai, Speargrass, Magnificent Dahlia, Woodpecker, and Newton Abbot.

SEATING HANDICAP "A" CLASS (1 1/2 Miles).—Spotted Sand 165lbs, Rothesay 161, Newton Abbot 157, Grey Dragon 157, Silver Spear 155, Roman Parrot 153, Rivergrass 153, Magnificent Dahlia 154, Valiant Dahlia 154, Kashmir 153, Rialto Star 153, Pencastle 153, Orient Dahlia 152, Washington 152, Friarsfield 151, and Zenda 148.

SEATING HANDICAP "B" CLASS (1 1/2 Miles).—Koh-I-Noor 161lbs, Gaudie 159, Satisfaction Dahlia 158, Woodpecker 157, Nataran II 156, Durian 155, Starland 154, Silver Leaf 154, Hailsham 154, King Johnnie 154, White Rose 154, Mountain Hawk 153, Day of Surprise 152, Langsat 150, Wattheau 150, Cottongrass 150, Little Minch 150, Uncle George 149, Exchange Bill 149, and Pet Mouse 146.

SHAWKIWAN HANDICAP "A" CLASS (1 Mile).—Spotted Sand 165lbs, Rothesay 161, Gold Leaf 159, Newton Abbot 158, Valiant Dahlia 157, Roman Parrot 156, Hartfield 155, Washington 155, Full House 155, Rivergrass 155, Strathfarrar 154, Kashmir 154, Silver Spear 154, Magnificent Dahlia 154, Koh-I-Noor 153, Pencastle 152, Friarsfield 152, Zenda 152, Rialto Star 151, Gaudie 149, Woodpecker 149, and Nataran II 147.

SHAWKIWAN HANDICAP "B" CLASS (1 Mile).—Orient Dahlia 160lbs, Satisfaction Dahlia 160, Loch Rannoch 158, Duke of Frisco 158, Durian 157, Starland 157, Irrepressible 156, Day of Surprise 155, Langsat 154, King Johnnie 154, Drake 154, Mountain Hawk 153, Speargrass 153, Smart Guy 153, Cottongrass 152, Little Minch 152, Fatsai 152, Hailsham 152, White Rose 152, Manchurian Prince 151, Wattheau 150, Exchange Bill 150, Eli 147, and Pet Mouse 146.

LOCAL SPORT.

RUGBY FOOTBALL.

VOLUNTEER DEFENCE CORPS GAME.

Mounted Infantry v. The Rest.

The above match will take place at the Club ground, Happy Valley on Saturday, November 1st, at 4.45 p.m.—

M.I. XV.—Mills, Smith, Morrison, Clelland and Jenkins, Clerk and Milne, Beveridge, Jones, Mackintosh, Miller, Moncrieff, Oliphant, Russel and Vorrall. Reserve: Stewart.

The Rest.—Prowse, Skinner, Foster, Easterbrook and Hyde, Shovelton and Owen, Forsyth, Rolston, Davies, Adams, Jordain, Groves, Lee and Paul.

Referee: Mr. H. G. Hegarty.

The M.I. will play in white and the Rest in colours.

It is hoped that there will be a good turn out of those interested in the Volunteer to witness this game, which promises to be a closely contested one.

Rugby members of the Club are reminded that practice evenings set aside are Tuesday and Thursday. The Cup games with the Services will soon take place and members should get in as much practice as possible. It is the intention of the Club to send a XV. up to Shanghai at China New Year to recover the Flag and Shield lost at the beginning of the year.

HOCKEY.

CLUB "A" TEAM v. A GRENADIER COMPANY TEAM.

The following will represent the Club at the Marine ground, Kowloon, to-day, at 5 p.m., Club colours—J. H. Kearns, J. Wedlake, W. H. Locke, L. H. Blacking, L. A. B. Duncan, C. F. Lloyd, G. Bond, H. H. Rose, H. G. Gardner, A. Bower, and D. S. Green.

INTERPORT CRICKET.

THE MALAYAN SIDE FOR HONGKONG.

The latest Straits papers state that, of the Malayan cricketers to whom invitations were sent in connection with the forthcoming interport triangular tournament at Hongkong, the following, it is thought, will be able to get away: G. M. Brand, M. Grenier, E. W. N. Wyatt, A. E. Holmes Brown (Selangor), B. T. Foster (Negri Sembilan), Edwards (Perak), N. H. P. Whitley, P. N. Knight, Lieut. R. A. Phayre, Lieut. F. H. Thompson, Flight Lieut. Livock, E. J. Riches (Singapore), Mr. A. S. Jeff, who will be in Hongkong at the time of the Tournament, has offered to act as umpire, and Mr. Crawford (Seremban) has consented to accompany the team as scorer.

As arrangements stand at present the team will leave Singapore on the *Mantua* on November 7th, and will return on the *Takema* on the 27th. The first match of the Tournament will be between Hongkong and Shanghai on November 10th and 11th, the Malayan team meeting Hongkong and Shanghai in the subsequent matches.

FOR BREAKFAST.

Pineapple Bacon . . . per lb. .95

English Hams, whole95

" half . . . \$1.00

Hartley's Marmalade . per lb. .40

Keiller's " " .40

Noel's Breakfast " per glass jar .55

Coffee (Finest Blended) . per lb. tin .90

HIGHER EXCHANGE — REDUCTION IN PRICES.

LANE, CRAWFORD, LTD., ICE HOUSE STREET.

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Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

YEOMEN OF THE GUARD

VOCAL SCORE . . . \$3.50

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"VIYELLA" UNDERWEAR.

"Viyella" Underwear is GUARANTEED UNSHRINKABLE, WARMTH WITHOUT WEIGHT, BEAUTIFULLY SOFT NON-IRRITABLE GARMENTS.

"THETA" UNDERWEAR.

Stocked in All Sizes.



NEW ADVERTISEMENTS

A GRAND HALLOWEEN CONCERT
WILL BE HELD IN
TAIKOO CLUB HALL,
OR
FRIDAY, 31st OCTOBER,
at 9.15 P.M.
ADMISSION—\$1.00.
Proceeds in Aid of M.C.L.

[1417]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on **MONDAY, the 3rd day of November, 1924, at 5 P.M.,** at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** near Tuen Wan in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1888, with the option of renewal at a Crown Rent to be fixed by the Surveyor of the Land, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
1	100 ft. by 100 ft.	1.00	4840	484000
2	100 ft. by 100 ft.	1.00	4840	484000
3	100 ft. by 100 ft.	1.00	4840	484000
4	100 ft. by 100 ft.	1.00	4840	484000
5	100 ft. by 100 ft.	1.00	4840	484000
6	100 ft. by 100 ft.	1.00	4840	484000
7	100 ft. by 100 ft.	1.00	4840	484000
8	100 ft. by 100 ft.	1.00	4840	484000
9	100 ft. by 100 ft.	1.00	4840	484000
10	100 ft. by 100 ft.	1.00	4840	484000

[1413]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel
"GLENAPP"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.
Goods not cleared by the 1st November, 1924, at Noon, will be subject to Rent.
All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 31st October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 27th October, 1924. [1414]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PHELIUS"
are hereby notified that the Cargo will be discharged into H.K.'s Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at H.K.'s Wharf.
The Cargo will be ready for delivery from Godown on and after 23rd October.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 3rd November, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 17th November, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th October, 1924. [1415]

NOTICE TO CONSIGNEES.

ELLERMAN LINE

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "CITY OF LAHORE"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of H.K.'s Wharf, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd November, 1924, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 16th November, 1924, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 28th October, 1924. [1416]

INTIMATIONS

NOTICE.

LEIGH & ORANGE,
CIVIL ENGINEERS AND ARCHITECTS.

AS From 25th OCTOBER, 1924, the Office of the above Firm will be at the New P.O. BUILDING (6th Floor). [1408]

NOTICE.

THE PEARL ASSURANCE CO., LTD.
(INCORPORATED IN ENGLAND).

HAVING been Appointed FIRE UNDERWRITING AGENTS to the above Company We are prepared to issue Policies at Current Rates.
UNION TRADING CO., LTD.,
Princes' Building.
Hongkong, October 27th, 1924. [1409]

NOTICE.

HONGKONG SHAREBROKERS' ASSOCIATION.

THE following are Members of the above Association—
A. H. CARRON, HARRY O. ORRILL,
M. A. HARRIS, SOO PHU SHAN,
J. W. KIM, W. J. CLARKE,
O. KIRKWOOD, P. M. HODGSON,
YIP YUO PAI, M. P. LO,
P. M. L. SLOAN, F. X. V. BARRIE,
H. E. EDWARDS, LAU TAI FO,
J. F. GROSS, A. A. LOYD,
V. YANOVICH, F. X. D'ALMEIDA,
H. M. H. RAMANI, JACK BEAR,
SEU KON CHI.
By Order of the Committee,
J. W. KEW, Secretary.
Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange—
ABRAHAM, EISA, LAMBERT, H. A.,
ALLEN, A. A., LOAN, W.,
BARRAM, J. T., MATHESON, R. T.,
BENJAMIN, V., NIXON, A.,
BIRKETT, H., PERAT, I. S.,
COX, M. J., POTTS, G. H.,
GROVER, N. V. A., POTTS, R. C.,
KALIN, P. M., RAYMOND, R. M.,
GOULD, G. A., SILVA, P. M. N. de,
GUTTERER, A. A., SMITH, F. R.,
KEW, FRED, TUNNEY, P.,
LAMBERT, Geo. P.,
By Order of the Committee,
A. NISSIM, Secretary.
Hongkong, 6th May, 1924. [775]

NOTICE.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that Sealed Tenders in Triplicate, which should be clearly marked "TENDER FOR THE SUPPLY AND DELIVERY OF STORES", will be received at the Colonial Secretary's Office until Noon of MONDAY, the 10th DAY OF NOVEMBER, 1924, for the Supply and Delivery of the following Stores required by Government Departments during the year 1925—
Ironmongery, Household and Sanitary Utensils, Brushes, Tools, Lamps, etc.
Asbestos, Rubber, Leather, Packing, Ropes, etc.
Clothing, Drapery, Haberdashery, etc.
Bamboo and Cane Goods, Firewood, etc.
Dressmaking, Oil, Paints, Varnishes, etc.
Lubricating Oil.
Lighting and Fuel Oil.
Electrical Stores.
Wrought Iron Pipes and Fittings, Brass Taps, etc.
Iron and Steel Bars, Plates, Angles, Brass, Copper, and other Metals.
Iron, Steel and Brass Castings, Manufactured Ironwork, etc.
Timber.
Bricks, Cement, Lime, etc.
Each of the above is a Separate and Distinct Tender. Tenderers may quote for any one or more or all of the above Lists, and any one or more or all may be accepted or rejected in whole or in part by the Government.
Each Tenderer must produce with each Tender a Receipt that he has deposited in the Colonial Treasury the sum named on the respective Tender Form as a Pledge of the bona fides of his Tender, which sum shall be forfeited to the Crown should the Tenderer refuse or fail to carry out to the satisfaction of the Government the whole or any portion of the respective Tender or Tenders which may be accepted. The Deposit will be returned to any Tenderer whose Tender is not accepted.
For Forms of Tender and further Particulars apply at this Office.
The Government does not bind itself to accept the Lowest or any Tender.
HAROLD T. ORRISBY,
Director of Public Works.
24th October, 1924. [1407]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 919 for 5 Shares, 24 per Share paid up, Number 9228/9330 in this Society standing in the Name of HORMUSJEE COOVERJEE SETNA, of Bombay, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 5 Shares will be issued in its stead by the Society.
PAUL LAUDER,
General Manager.
Hongkong, 24th October, 1924. [1405]

INTIMATIONS

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG AND KOWLOON TAXICAB CO., LTD., will be held at its Office, Asiatic Building, Queen's Road, on THURSDAY, the 30th DAY OF OCTOBER, 1924, at 5 P.M., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended 30th April, 1924, and of electing Directors and Auditors. The REGISTER BOOKS will be CLOSED from the 23rd to the 30th OCTOBER, 1924 (both days inclusive), during which No Transfer of Shares will be registered.
By Order of the Board of Directors,
A. H. BOWE, Managing Director.
Hongkong, 21st October, 1924. [1398]

HONGKONG BOY SCOUTS ASSOCIATION.

THE above Association will hold its ANNUAL SWIMMING SPORTS on SATURDAY, NOVEMBER 1st, from 3 to 6 P.M., at the V.R.C.
All Members of the Association and Parents and Friends of Boy Scouts are cordially invited to attend. [1378]

BY ORDER OF THE MORTGAGERS.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES.

Situate at TAI KOK TSUI in the Colony of Hongkong,
To be Sold by AUCTION
Subject to a Reserve Price
on
WEDNESDAY,
the 29th DAY OF OCTOBER, 1924,
at 8.00 P.M.
In ONE LOT
BY
Messrs. LAMBERT BROTHERS,
Auctioneers,
In their Auction Rooms in Duddell Street.

The Properties consist of—
ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Island Lot No. 888 and Kowloon Island Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).
Particulars and Conditions of Sale may be obtained from—
Messrs. JOHNSON, STOKES & MASTER,
Princes' Buildings, Solicitors,
or from
Messrs. LAMBERT BROTHERS,
Auctioneers.
1294.

FOR SALE.

HENDERSON MOTORCYCLE COMBINATION. Perfect Working Order. Owner leaving Colony. Highest Offer. Box No. 1335.
c/o Hongkong Daily Press

TO LET.

A SHOP Facing the Harbour with Plate Glass Window adjoining the New P. & O. Building, suitable for a Shop or Business. Frontage 17 Feet, Depth 54 Feet, with Yard and Outbuilding beyond.
Address—"A.B." care of Daily Press. [1316]

TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15, PRINCE STREET.

TO LET.

OFFICE ROOMS in CENTRAL POSITION Apply—
LINSTEAD & DAVIS,
Alexandra Buildings.
[1309]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes XE, XL, XS, YL, 32, 40, 380, 378, 1890.

NIGHTWORK (Clerical) can be Offered for Two or Three Months. Apply in Own Handwriting to Box 46, c/o Hongkong Daily Press Office. [145]

STOCK BROKER'S Office has Vacancy for One ARTICLED CLERK and One RUNNER. Cash Security Required. Write stating past Experience and Security available to P.O. Box 484. [144]

MARY PICKFORD

"TESS OF THE STORM COUNTRY"

in 10 acts.

A brand new production of the classic the whole world loves.

The crowning achievement of her career.

At Ordinary Prices.

Special Musical Setting (Come and hear the Music)

TO-DAY, AT

THE CORONET.

INTIMATIONS

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WHISKY

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

BOTTLED in SCOTLAND.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants

ESTABLISHED 83 YEARS.

MARRIAGES.

ROBERTSON—CARMICHAEL.—At Shanghai, on October 22nd, ISABELLA CARMICHAEL, of Keith, Banffshire, Scotland, to CHARLES ALBERT ROBERTSON, of Paisley, Devonshire.
SCOTT—MARCHLEY.—At Shanghai, on October 15th, PATRICK MURRAY SCOTT, to OLIVER MARGARET MARCHLEY.

Hongkong Office: 14, Chester Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 29th, 1924.

THINGS ON WHICH THE BUDGET IS SILENT.

Those who take an interest in civic affairs in Hongkong—their name we fear is not legion—will be looking forward to the debate on the Budget which is to take place in the Legislative Council next Monday afternoon. We have heard very little criticism of the Budget statement made by H.E. the Governor nearly a fortnight ago, and nothing but favourable comment for the financial policy, admirably illustrated by His Excellency in the closing paragraphs of his address. But there are one or two things not touched on in His Excellency's address on which there exists a desire in some quarters for information. One of these relates to the profits of the Shipping Control by the Government in the last year of the war. These profits amount to the large sum of \$2,231,204 and they continue to appear in the Government's periodical financial statements under the head of "liabilities" rather than under the "assets" heading. A few years ago the Government had the idea of utilising this money in helping to solve the Housing shortage. It was proposed to spend it on building blocks of flats and a large hotel, but the owners of the ships that had earned this large profit, in what was practically war service, strongly protested against the money being spent on purposes in no way connected with the war, and unsuccessfully claimed that it should be distributed rateably among the ships that had earned it, so that the owners might

recoup themselves for the losses they had suffered through what they said was inadequate compensation for the running of their ships. But the Imperial Government had laid down that this was local Government money and they strongly opposed its distribution among the ship-owners apparently for the reason that this would create a precedent that would be embarrassing to the Imperial Government and other Colonial Governments. Then, since it seemed more appropriate that it should be used for a specific war purpose, the suggestion was thrown out that the money might be used for the redemption of Hongkong's War Loan raised in 1916. Nothing further, however, has been heard of that suggestion, and, for some mysterious reason, this large sum representing the profits of Shipping Control in the last year of the war still figures in the Colony's statements as a liability. The subject, perhaps, is one that does not really come within the compass of a discussion on the Estimates, but allusions were made in His Excellency's address to the Colony's balances, and it would be interesting to know when this sum is to be officially included among the Colony's "assets."

Another subject on which the public would like a little information, is the exact position regarding the transfer of the Military lands. Has the award of the Arbitrator been definitely accepted by the War Office, as it was formally accepted by the Colonial Government nearly a year ago? It was expected that a beginning with the transfer would be made this year, or early next year, but no provision has been made, we believe, in the Estimates for that purpose and His Excellency's address was silent on the subject. Other subjects which have been prominently mentioned in the Budget debates of the last few years have been the need of additional tramway communication to the Peak. The Government had a route surveyed for a new tramway via Wanchai Gap, and while we have heard the reasons for the abandonment of that project we have not heard that the Government has any alternative scheme to meet the crying need. And what of the motor road which was to start from the bottom of Battery Path and run up via Caine Road to Hatton Road and thence eventually to the Peak? These are matters which seem to be relegated to the limbo of good intentions, at least until the policy of financing such works by means of loans is definitely adopted.

A Chinese woman, 38 years old, was found lying dead at 294 Queen's Road Central, late on Friday evening. Suicide by poison is suspected.

The theft of a teakwood chair, valued at \$20, from the hall of Mrs. Gurley's house, 50A, Nathan Road, Kowloon, has been reported to the police.

The Hon. Sir Henry and Lady Pollock are returning to the Colony on the *Empress of Canada* which is expected to arrive at three o'clock this afternoon.

The number of typhoid cases notified to the Medical Officer of Health last week was 3 (one imported), all Chinese. There was one Chinese case of paratyphoid and one of puerperal fever.

The usual weekly public lecture will be given at the Hongkong Lodge Theatrical Society, 16, Queen's Road Central, to-day (Wednesday), October 29th, at 5.45 p.m. All are welcome.—ADVT.

There will be a Musical held at the Helena May Institute to-morrow, Thursday, October 30th, at 5.30 p.m. for members and their friends. Tickets to be obtained from the Secretary, 50 cents each. Tea will be served from 4.30 p.m.—ADVT.

In imposing a fine of \$30 on a taxi-driver convicted of reckless driving, Mr. E. W. Hamilton, sitting at the Kowloon Magistracy yesterday, remarked that Kowloon traffic was bad enough without the defendant making it worse.

Two men appeared before Mr. R. E. Lindell at the Central Magistracy yesterday, one charged with unlawfully possessing, and the other with receiving, a gold watch and fob belonging to Mr. John Greiff, fourth engineer of the s.s. *Engelston*. The men were sentenced to six and four months' hard labour respectively.

Owing to the pressing need for additional accommodation at the Repulse Bay Hotel, the Hongkong and Shanghai Hotels, Ltd., have commenced the construction of another wing, to contain 60 rooms. When this is completed it will bring the total number of rooms up to nearly 100.

The Asiatic News Agency (Peking) in its news budget of the 16th inst. says:—"Sir F. Aglen, Inspector-General of the Chinese Maritime Customs, sent a letter to the Senate informing the Senators that a cheque for the sum of twenty-five thousand dollars has been signed by him and handed over to the Minister of Finance for the partial payment of the Senators for September, so that they should get the money from Wong Khe Min at once. This letter was the subject of a debate at the Senate yesterday afternoon on the ground that the Inspector-General has no right to communicate directly with the Parliament about the payment of the M.P.s, and many Senators demanded the return of Sir Francis Aglen's letter without acknowledgment. Wong Khe Min was severely criticised by the Senators on the ground that the regular payment of the two Houses was his sole duty as Finance Minister without any interference from foreign officials in Government Service at all."

OBITUARY.

MR. A. P. GUTERRES.

Mr. Antonio Paulo Guterres, who had spent 60 years in the Colony, and 30 in the service of the Hongkong Government, died at his residence, 7, Ashley Road, Kowloon, yesterday morning, at the age of 78.

The funeral, which was attended by a large number of the relations and friends of the deceased gentleman, took place yesterday evening.

H.E. THE GOVERNOR.

On Friday last, His Excellency entertained the following to dinner at Government House: His Honour Mr. Justice and Mrs. Gompertz, Lieut.-Colonel and Mrs. Orpen Sanders, Lieut.-Colonel and Mrs. Mathews, Mr. and Mrs. R. M. Dyer, Engineer-Commander and Mrs. Hocken, Mr. Lindsell, Lt.-Comdr. Conway Hake, Dr. and Mrs. Black, Mrs. R. J. Hall, Captain and Mrs. Keut, and Mr. Warner.

His Honour Sir Henry Collis has been staying at Government House since his arrival in the Colony.
On Thursday next His Excellency will dine with Major T. T. Oakes and the Officers of the 2/4th Bombay Grenadiers.
On Friday, November 7th, His Excellency will be present at the Fancy Dress Dance arranged by the Naval and Dockyard branch, in aid of the Ministering Children's League.

We are informed by the Aide-de-Camp to H.E. The Governor that the announcement, made in the *Hongkong Daily Press* yesterday (on the authority of the Company's advance agent) that His Excellency the Governor would attend the performances to be given by the Italian Opera Company, at the Theatre Royal on Wednesday and Thursday, is incorrect. His Excellency will not be present on either occasion.

ITALIAN OPERA.

SEASON OPENED AT THEATRE ROYAL.

"II TROVATORE."

The Theatre Royal was well filled last night, when the Italian Opera Company, who are now in Hongkong after a very successful visit to Shanghai, opened their season with "Il Trovatore," which was received with great enthusiasm.

The opera was presented with much true feeling, and invested with all the "atmosphere" that is needed to give a realistic portrayal of the story.

The singing of the principals was at all times delightful, and the expression and acting well up to standard.
Signor Scamuzzi, an established favourite with Hongkong audiences, in the role of Count Luna, proved that his voice had lost none of its richness and clarity of tone, and Mlle. Alessandra Lashkova as Leonora brought out all the pathos of the part. "Il Balan" rendered by the former brought him a great ovation. The famous "Miserere" (I have sighed to Rest Me) was rendered most sympathetically, and was well received.

The principals were: Leonora, Mlle. Alessandra Lashkova; Amena, Mlle. Pina Minotti; Inez, Mlle. Polastri; Manrico, Sig. Franco Corvetti; Count Luna, Sig. Scamuzzi; Zerkando, Sig. Congetto; Paterna, and Ruzo, Sig. Barontini.
To-night the Company will present "F227."

PREMIER AND THE ZINOVIEFF LETTER.

"THE MOST INNOCENT MAN OF THE LOT."

DETERMINED TO PROBE THE MATTER.

OPPOSITION PRESS NOT SATISFIED.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

LONDON, October 27th.

Mr. Ramsay MacDonald, speaking at Cardiff, said the election had started with the "maro's nest of the Workers Weekly" case and was likely to finish with the "maro's nest of a great Russian 'Red'" plot. (Laughter.) The assertion that when the Government was refusing an enquiry into the Workers Weekly case they had information of the ramifications of communist activity in Great Britain, and more serious than either the House of Commons or the country was allowed to know, was a malicious untruth. The facts were that the Government had been defeated on October 28th, whilst this "Red" plot letter had not found its way to the Foreign Office until October 10th. It had not been put into the Department until October 14th.

"It was sent to me at Manchester on October 15th. I received it on the 16th. I minute that the greatest care must be taken in discovering whether it was authentic, and if so it must be published immediately; that in the meantime, while other investigations were proceeding to discover the authenticity of this document, a draft letter to Rakovsky should be prepared so that when, and if, the authenticity of the letter be established, no time should be lost in protesting to the Soviet Government. My minute was received in the Department on the 17th, and a draft was sent me on the 21st at Aberavon for observations. I was absent, in my son's constituency, and did not receive it until the 23rd. I altered the draft on the 24th, and sent it back in its altered form, expecting it to be returned to me with proofs of the authenticity, but it was published that night." (Cries of "Shame!") "I make no complaints. The Foreign Office and everyone of my colleagues know that I won't tolerate this propaganda." (Cheers.)

"On account of my known determination to stand firmly to the agreement and stent as though they were holy writ, when my signature was attached, they assumed that they were carrying out my wishes in taking immediate steps to publish the whole affair. They honestly believed the document to be authentic and acted on that belief. If they acted precipitately, what is the accusation against us? Why don't the newspapers say we were in too great haste? If the Foreign Office had been in either Tory or Liberal hands that letter would have taken weeks to get through the various sieves. The rapidity of action was a businesslike way of handling the Government's determination to stand on no nonsense, and is a conspicuous example of the new way of conducting foreign affairs.

SURROUNDED BY "SCOUNDREL-NESS."

"If the Zinovieff letter is a forgery, it shows the amount of scoundrelism with which we are surrounded. My experience has made it impossible for me not to be suspicious. If it is genuine, depend upon it that so long as there is a Labour Government and I am responsible for it, then it will handle with firmness and determination every attempt by an outside Power to interfere in our internal affairs."

Mr. MacDonald continued to describe as lies the "wonderful stories" of the newspapers as regards the progress of the document through the Post Office to the Foreign Office. He said it was an eleventh-hour attempt to entangle the Government and get election night over with a cloud of suspicion hanging over the country.

"I am the most innocent man of the lot of you. I was out of London and had to get information, which is still coming in, because I am going to probe this thing to the roots. It will be my first job, when I return to London, to discover how this thing originated and who is behind it, and you will get the whole story."

Mr. MacDonald said he wanted to know how a certain London newspaper, which was priding itself on having forced the Government's hands, came to have a copy of the letter, or how the Conservative headquarters, which for days had been talking of springing a mine under the Government's feet, because possessed of the letter.

"So far as I know, the letter may have originated anywhere. How can I, a simple and honest-minded person, avoid the suspicion that the whole thing is a political plot, another 'gunpowder plot'." (Laughter.) The matter is nowise finished, and until it is finished the best thing is to leave it with the Government." (Cheers.)

A CONSERVATIVE COMMUNIQUE.

LATER.

With reference to Mr. MacDonald's speech at Cardiff, the Conservative headquarters have promptly issued a statement that they only learned of the existence of the Zinovieff letter when the Foreign Office published it.

STATEMENT BY MR. HENDERSON.
With reference to statements that the Zinovieff letter was known to Mr. MacDonald and Mr. Henderson nearly three weeks prior to publication, Mr. Henderson to-day declares that no such document was received at the Home Office or Scotland Yard, or by Mr. Henderson personally, from any quarter. His first information of the existence of the document was in the columns of a newspaper on October 25th.

MR. LLOYD GEORGE DECLINES TO ACCEPT SOVIET DENIAL.

LONDON, October 27th.

Mr. Lloyd George, in a speech at Camberwell in support of Mr. Macnamara, said that the Moscow mystery had cast a very sinister light on the Government's refusal to hold an inquiry into the Campbell case. The Foreign Office, of which Mr. MacDonald was the head, had said the Zinovieff document was genuine, but all Mr. MacDonald's Ministers said it was a forgery. He did not know why they said that before they had made enquiries. It looked to him as though the document had been withheld from the Cabinet Ministers.

He would have accepted the Soviet denial but for the fact that when he was Premier the Soviet denied a similar transaction when he had positive proof thereof, namely Kamenoff had denied he was propagating a revolution in England at the moment when Mr. Lloyd George had his telegram to Moscow stating that he had disposed of the Russian jewels and was giving the Daily Herald £75,000 sterling. Therefore he could not accept Moscow's denial as he would have accepted the denial of any other country.

OPPOSITION NOT SATISFIED.

LONDON, October 28th.

The most serious allegation of the Premier's critics regarding Russia was that the Premier had Zinovieff's letter several weeks ago and deliberately withheld its publication for party purposes. The Premier's speech has disarmed criticism on this aspect of the subject but otherwise it has in nowise satisfied the Opposition Press, which caustically refers to the unusual spectacle of a Minister attacking officials of his own department, who are not privileged to reply.

Everybody is at present content to relegate the authenticity of the Zinovieff letter itself to the background, but the utmost party capital is being made out of Mr. MacDonald's Russian policy.

The Conservatives particularly regard the whole episode as an electoral asset with which to spur apathetic voters to the poll.

The Liberals, however, though dissatisfied with the reply, warn supporters not to pay undue attention to the Russian issue, but rather concentrate on the defeat of the Conservatives' Protectionist aims.

THE POLL PROSPECTS.

Insurance rates at Lloyds in the past few days have veered in favour of a Conservative victory, the odds yesterday being approximately 7 to 2 on a clear Conservative majority and 10 to 1 against a Labour majority, but Mr. MacDonald's final appeal to the nation says "At the end of the hardest fight I have ever known the signs of Labour victories are unmistakable."

LATEST CABLES.

QUEENSTOWN OUTRAGE.

MANY ARRESTS.

LONDON, October 28th.

Many arrests were made in Dublin this morning following detective raids in a search for men wanted in connection with the shooting of British soldiers at Queenstown, mentioned on March 22nd.

M.C.C. IN AUSTRALIA.

A GOOD START.

PERTH, W.A., October 28th.

The M.C.C. won by innings and 190 against Western Australia who in their second innings scored 69. Tate took 3 wickets for 10 runs and Freeman 3 for 21.

EARLIER CABLES.

GERMANY AND HER LOST COLONIES.

ASPIRATIONS FOR THEIR RETURN.

BERLIN, October 27th.

Addressing the Centre Party, Herr Marx demanded that Germany should be freed from military supervision, that Germany's colonies be restored, and thus enable her to obtain raw materials in exchange for manufactured goods. He described Germany's responsibility for the war as "a fairy tale," and expressed Germany's willingness to co-operate in disarmament.

FRANCO-GERMAN NEGOTIATIONS.

FRENCH PREMIER'S HOPES.

PARIS, October 27th.

Speaking at a banquet at Lyons, M. Herriot referred to the satisfactory beginning of Franco-German negotiations, and said he hoped France would soon be able to recover the losses she had suffered through being constantly obliged to buy goods in the West, by being able to buy in the East.

He then spoke of the development of the French colonies, especially with regard to silk and cotton, and said he hoped the purchase of these in foreign countries would shortly be reduced to the minimum.

FRENCH NEGOTIATIONS FOR LOAN.

PARIS, October 27th.

Le Journal and *Le Matin* deny the reported loan agreement with Morgans, mentioned yesterday, and add that negotiations are continuing.

HAMBURG ELECTIONS.

DEFEAT OF DEMOCRATIC SOCIALIST BLOC.

BERLIN, October 27th.

The election to the Hamburg Diet shows that the Democrats have lost two, and the Socialists have lost 16 seats. The People's Party have lost eight. The Nationalists have gained 10 and the Communists have gained seven.

Hittler's and Ludendorff's followers have gained four seats. The Centralists retained their seats.

This means the defeat of the Democratic-Socialist Government bloc.

HOMEWARD BRAZIL CONFERENCE.

IMPORTANT GERMAN-DUTCH SHIPPING AGREEMENT.

AMSTERDAM, October 27th.

With reference to the recent friction between the Dutch and German navigation companies engaged in the South American trade with regard to the mutual utilisation of harbours, the *Handelsblad* learns that an arrangement has been reached whereby the German lines undertake to limit themselves to 18 trips annually from Brazil to Rotterdam, and the Dutch lines engage to make a like number of journeys between Brazil and Hamburg.

The agreement, which will operate until December 31st, 1925, is important because the German companies also become members of the Homeward Brazil Conference, on which British, French and Dutch companies are represented.

EARLIER CABLES.

(REUTER'S AMERICAN SERVICE).

SWEDISH LOAN IN AMERICA.

QUICKLY OVERSUBSCRIBED.

NEW YORK, October 27th.

The issue of thirty million dollars of Swedish Government Bonds was oversubscribed shortly after the lists opened.

AMERICAN INDUSTRY AND TRADE.

A GENERAL ADVANCE.

WASHINGTON, October 27th.

The monthly report of the Federal Reserve Board has announced an increase of nine per cent. in the production of basic commodities, which is the first advance since January.

Factory employment has increased by ten per cent. and wages have slightly improved.

Crops are generally better, and railroad shipments have increased. Wholesale trade is up eleven per cent. There were increased commercial loans all over the country to finance crops.

HUNGARIAN COUNTESS A SUSPECTED BOLSHEVIK.

NEW YORK, October 27th.

After being held aboard the liner *George Washington* since yesterday evening pending the result of hearing a protest by the National Security League that she is a Bolshevik and a menace to American institutions, Countess Karolyi, wife of the Ex-President of Hungary, who is visiting America on a lecture tour, has been permitted to land.

WEMBLEY IN 1925.

"NO POSSIBLE DOUBT."

In a statement to a Press representative Mr. John Mellor, of the British Empire Exhibition executive, declared that there was now no possible doubt that Wembley would carry on next year. Mr. Mellor continued:

A fortnight ago the odds were ten to one against carrying on, but since the statement was made by the Dominion and Colonial Commissioners that they would not be at Wembley in 1925 certain adjustments have been made, and Australia has given the lead to the other Commissioners by recommending the Australian Government to countenance the Australian Pavilion next year. It is now believed to be highly probable that the lead will be followed by other Commissioners.

Inquiries prove that the Overseas exhibitors are almost unanimous about the commercial success of Wembley, and almost without exception those exhibitors are prepared to exhibit in 1925. Many of them, moreover, are willing to spend considerable additional sums to add to the attractiveness of their displays. With regard to the exhibitors in the United Kingdom Palaces it is quite true that a few of the firms are not prepared to stage their displays in 1925, but this is not regarded as a serious matter, as it has been computed that at least six firms are prepared to take the place of such one who drops out, and when Wembley thus opens in 1925 the improvements which will have been developed during the winter will establish definitely the popularity and success of the greatest exhibition the world has ever seen.

PACIFIST "PUGNACITY."

At the fourth annual International Democratic Congress for Peace assembled in the Central Hall, Westminster, on September 18th, the chairman, the Rev. Oliver Dryer (secretary of the International Fellowship of Reconciliation), said that many people associated pacifists with extreme pugnacity. When he mentioned the name of the fellowship with which he was connected to a friend, the latter replied, "Yes, what a pugnacious people!" (Laughter.) "We make a joke of it," said the chairman, "but it is to our shame that we do not give the impression ourselves of having peace in our hearts and minds."

Professor Paul Gemahling, Professor of Economics at Strasbourg University, said that moral questions were at the root of problems of war, because the last war more than any other was a war of the peoples; everyone, men, women, and children, was concerned. The desire to avoid war must be in the minds of everyone as well as the leaders. The problems of peace included the education of the common man to understand the mind of the other side. It was also necessary to understand the differences between people and to understand how much those differences might contribute to humanity.

Dr. W. E. Orchard (King's Weigh House Chapel) said that that phenomenon the conscientious objector had come to stay, and the time would arrive when there would be so many conscientious objectors that a nation going to war was going to destruction. (Cheers.) Herr Strauch, who said he represented the German workers, appealed to the workers of all countries to refuse to assist in the manufacture of munitions of war. (Cheers.)

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

WU PEI FU AT TIENTSIN.

FOREIGN POWERS TAKING PRECAUTIONS.

TIENTSIN, October 27th.

Two hundred American marines landed this afternoon. A British, a French and an Italian gunboat, and two Japanese destroyers, are in the river at present.

There has been an excellent response to the appeal of the local authorities for Volunteers. Many trains with troops from Shanhaikwan are now proceeding, waiting a few miles from Tientsin towards Peking.

Wu Pei Fu remains in the native city. He sent emissaries to the Consulates this morning expressing the hope that he would be allowed to remain for a few days. The view is expressed that this is an impossible contravention of the Boxer Protocol.

WU PEI FU'S REQUEST FOR TROOPS.

HANKOW, October 28th.

Marshal Hsiao Yao Nan, granting a telegraphic request by Wu Pei Fu, has ordered two mixed brigades of Hupeh troops to proceed north to fight in company with Wu's troops against General Feng. The troops will be commanded by Generals Keno and Chang. The former left last night while the latter is proceeding later from Shanghai, where Chang is at present.

Marshal Wu Pei Fu has requested that troops be sent from Szechuan, Honan, Kiangsu, Chekiang, Anhui, and other provinces besides Hupeh.

JAPAN DISPATCHING TROOPS TO TIENTSIN.

TOKYO, October 28th.

Additional troops may be despatched to China by Japan should the impending conflict show signs of endangering the interests of foreign residents in the neighbourhood of Tientsin. The standing garrison at Liaotung has been already depleted by the despatch of troops to Tientsin and Shanhaikwan. If additional men are required it will be necessary to bring up the garrison to full strength by troops from Korea or Japan proper.

The Cabinet to-day decided to send two additional companies with a machine-gun corps to Tientsin from Manchuria.

POISON GAS.

A Peking Chinese news agency reports:—In addition to monkeys and bears, Marshal Wu Pei Fu has ordered about hundred rats and mice from Hsuehown, Northern Kiangsu. These little animals were packed in twenty cases for transportation to be Shanhaikwan front. It is reported that the Mukden troops are using poison gas and these rats will be employed for its detection at the battle fronts.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

OBITUARY.

THE AMERICAN CHARGE D'AFFAIRES.

PEKING, October 28th.

Mr. Edward Bell, Charge d'Affaires of the American Legation, died early this morning.

The first secretary, Mr. Mayer, becomes Charge d'Affaires.

WEY WE QUARREL.

A well-known pathologist has recently made an interesting discovery. He has found that bad temper has the curious effect of increasing the amount of sugar in the blood by from 10 per cent. to 20 per cent. in the course of a few minutes. That is why an angry man wants to fight the object of his rage. He becomes hot-blooded because this accession of carbonaceous material intoxicates his muscular system. The strange thing is that this rapid change is due to a tiny gland about the size of a pin. When it functions normally a person remains calm and even tempered. If the essence exudes too lavishly, hatred, passion, and quarrels ensue.

MACLAREN ON WORLD FLIGHT ATTEMPT.

BEATEN BY SOLID FOG.

"I WENT BITTERLY."

A formal welcome home was tendered to the British flying men whose efforts to girdle the world came to an end in the Behring Sea. Squadron Leader A. S. C. S. MacLaren, the leader of the British expedition in the Vickers-Napier Vulture, and Flying Officer Penderleith, were acclaimed at a luncheon given in their honour at the Hotel Cecil, London. Sergt. R. Andrews, the third member of the party, is still suffering from the effects of the exposure on the expedition and was unable to attend.

Many distinguished air officers were present at the luncheon, including Air Vice-Marshal Sir W. Geoffrey Salmond, and in addition to the Lord Privy Seal (Mr. J. H. Clynnes), representing the Government, the Ambassadors of Japan and Greece, where the British fliers received official assistance when in temporary difficulties, were both among the guests.

Mr. Clynnes said in the development of aviation the co-operation of Governments was not only desirable but also essential, and our Government, whatever party might form it, should not be behind any other Government.

AMERICAN SPORTSMEN.

Squadron Leader MacLaren, who was received with great enthusiasm, said when their first machine crashed at Akayab, in Burma, they were 4,000 miles from their second machine, which was waiting at Tokyo. The American fliers, who had just reached Tokyo, resolved on one of the most magnificent acts of international sportsmanship on record. An American destroyer was despatched to take the spare British machine all those thousands of miles to Akayab.

From many nations they received help, and on the soil of the British Empire they lacked nothing to make the flight successful. Though the flight was unofficial the Air Ministry helped them in every conceivable way, preparing maps and allowing them to make use of the Ministry's aerodromes and machines. "It was fog alone that beat us," said Squadron Leader MacLaren in eulogising the machines that carried them 13,000 miles. Before they had been an hour on their journey they encountered fog in the Channel, and in his story of the flight difficulties with fog were a recurring feature. They had shocking weather across France and Italy; in India they had to spend 17 days in the scorching Sind desert, and at Akayab in torrential rains the machine became so waterlogged that it could not rise in the air. There was shocking weather again between Rangoon and Bangkok, and beyond Tokyo they ran into fogs and storms and had to make three forced landings during the first day's flight.

On the last day of the flight, when they left Oest Kamachutka with 130 miles of sea to cross, the fog became so solid that they had to come down to a few feet above the water. Telling how, with the machine, which had been forced to land in the open sea, being broken by the waves, the fog suddenly lifted when they were half a mile from Behring Island, Squadron Leader MacLaren said it was the end of the attempt, and he was not ashamed to say that he wept bitterly. "That is our story," he added. "We would not have missed the adventure for worlds; we did our best; we failed this time; I will say nothing of our luck; that is all in the game. But I will never say anything disrespectful of a London fog again. It is now established that it is possible to fly round the world, and I believe it can be done in less time than Jules Verne's 80 days and also by one British machine and one British engine."

HUSBAND-MURDER BY PROXY.

PRETTY YOUNG WIFE SENTENCED.

The Supreme Court of the Czechoslovak province of Moravia, sitting at Brunn, has confirmed sentence of death upon a beautiful young widow, Hilda Hanika.

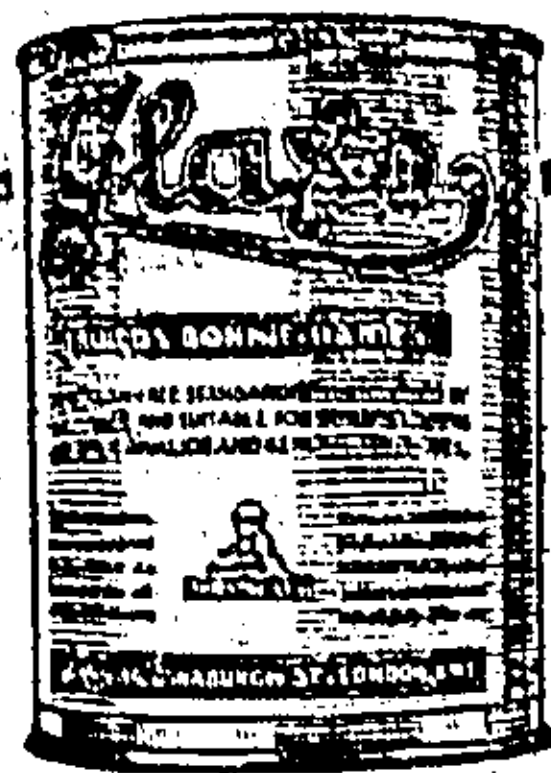
Last year, when she was 21, she married Captain Karl Hanika, of the Czechoslovakian army. She soon quarrelled with him, and, with the connivance of her mother, Fran Charvat, she persuaded her cousin, Johann Vesely, aged 19, to murder the husband. She represented herself to Vesely as cruelly treated, and bought the youth a revolver.

Vesely saw Captain Hanika and told him that his wife was very ill, and that he must come at once. On the way to the station, on a lonely footpath, Vesely shot dead and hid the body in a potato field.

When arrested Vesely did his utmost to screen the two women, but finally he admitted everything, and explained that his motive had been a purely selfish one, as he regarded his cousin as a lovely woman in distress.

At the trial it was shown that Captain Hanika had treated his wife kindly, and was a good husband, but that she and her mother were ambitious and thought they could become rich through the young wife's beauty if the husband were out of the way.

The wife was sentenced to death by hanging. In prison she gave birth to a child, a girl, whom her defending counsel, Dr. Stepan, has adopted.



"LUCKY DAYS" FOR YOUR BABY.

Nothing can be too lucky for your little one. You must always see that he has the best of everything. That is the reason why you will feed him on Glaxo, the Super Milk-Food.

Glaxo contains everything that your Baby needs to make him grow up into a strong, vigorous healthy man. It contains everything that he can easily digest, and that will help make strong bones, and firm healthy muscle.

Buy a tin of Glaxo to-day and see how happy, contented, and healthy your Baby will grow. Give him real luck for all his future life.

Glaxo

BUILDS BONNIE BABIES.

1924'S
LATEST AND MOST MAGNIFICENT SUPER-
PRODUCTION

"KEAN"

or (GENIUS AND DISORDER)

FEATURING
IVAN MOZUKIN & NATHALIA LESIENKO
(THE WORLD'S MOST POPULAR SCREEN STARS)

HERE ARE THE THREE GREAT ELEMENTS IN THIS
9-REEL MARVELOUS PHOTOPLAY:-

DUMAS, THE AUTHOR
MOZUKIN & LESIENKO, THE STARS
ALBATROS, THE PRODUCERS.

ALEXANDRE DUMAS' IMMORTAL NOVEL WAS MASTER-
FULLY FICTORIZED, AND EUROPE'S MOST SEVERE
CRITICS GIVE THEIR UNANIMOUS OPINION THAT
NEVER BEFORE WAS A PHOTOPLAY PRODUCED WITH
TYPES CAREFULLY SELECTED AND WITH EVERY-
THING IN CONFORMITY WITH THE EPOCH AS THIS
EXCELLENT PICTURE

ALSO
NEW ROUND OF

"LEATHER PUSHERS"
(ROUND 23)

WORLD THEATRE.



Build up those organs upon which
your constitution depends.
HORLICK'S MALTED MILK
the invigorating FOOD-DRINK
helps Nature to revitalize the
whole system. Malted Barley,
Wheat and Milk in concentrated
form. Needs no cooking, simply
add a little water, hot or cold.
Of all Chemists and Stores.

**HORLICK'S
MALTED MILK**

HORLICK'S MALTED MILK CO
SLOUGH, BEDFORDSHIRE, ENGLAND

WOMEN ON 'CHANGE.

PROFESSIONAL OPPORTUNITIES.

Speaking at the weekly luncheon held under the auspices of the Soroptimist Club at the Criterion Restaurant on September 18th, Lady Barrett outlined some of the uses in the world to which the club could be put. Undoubtedly the first thing which the members of the club should set about doing, she said, was to enlighten their fellow business women, as well as the general public, in their ignorance regarding the various professions which women were following to-day. Had she not been a member of the Soroptimist Club she herself would never have known that there was such a person as a woman stock-broker. She had also recently heard that the Royal Society had chosen a woman for appointment for a fellowship in metallurgy at £500 a year. These were only two of many cases in which a woman was doing, and doing well, a man's work. It was hard to impress upon the public the fact that work, because it happened to be done by a woman, was by no means "second best" or "shoddy." A woman who happened to possess an extremely logical mind was generally spoken of as having a "masculine brain," whereas the man with the illogical mind was called "effeminate." This was the result of things the Soroptimists could do a great deal towards overcoming.

Lady Barrett suggested that members of the club should get into touch with younger girls who were about to enter business, and give them some useful advice regarding the various professions which they of the younger generation proposed following. Such advice, gained through past experience, would be welcomed by all newcomers.

Kathleen Viscountess Falmouth, who presided, said this suggestion of Lady Barrett's would be fully considered by the directors of the club at their next meeting.

AN UGLY FASHION.

WOMEN TO HIDE THEIR FACES.

A woman correspondent, writing in a London paper says:-

"Faceless" women will be seen in the coming winter when the new coats with high fur collars make their appearance. The collars reach almost to the eyes of the wearers of the coats. The new high-crowned small hats are pulled so well over the head that their downturned brims hide the eyes.

The advantage of this style is that this winter delicate complexions will be adequately protected from the cutting winds.

Curiously enough, the back and the front view of a "faceless" woman seem almost identical, especially in one of the new sheath-like wraps moulding the fashionable slim figure which is without contours.

MANY DIVORCE SUITS.

LONGEST LIST FOR THREE YEARS.

The first 340 of the undefended suits to come before the Divorce Court during the coming term and the first 120 of the defended suits were posted at Somerset House last month. A remarkable feature is the number of cases in which the King's Proctor is intervening.

In the undefended list Lady Rosamond Kathleen Galloway-Robertson, eldest daughter of the Earl and Countess of Carrick, is seeking a divorce from her husband, Mr. Lionel Galloway-Robertson.

In the defended list appears the name of Lady Mildred Cooke, wife of Sir William Cooke, who is suing for divorce, married Sir William in 1902.

Another name is that of Mrs. Guy Wyndham, who is asking for a divorce from her husband, Captain G. R. C. Wyndham, of the King's Royal Rifle Corps. Mrs. Wyndham's marriage in 1920 at Christ Church, Lancaster-gate, was one of the social events of the season.

Dame E. M. Delmé-Radcliffe is asking for a judicial separation from her husband, Brigadier-General Sir Charles Delmé-Radcliffe, who served with the British Army in Italy during the war.

Many other well-known names will figure in the second part of the list. Altogether more than 1,300 defended and undefended cases are set down for hearing, making the list the heaviest for the Michaelmas term during the last three years.

The Law Courts opened on October 13th.

THE ART OF THE DROPPED "H."

MR. THOMAS'S "ARTISTIC TOUCH."

Mrs. Sidney Webb, wife of the President of the Board of Trade, writes a monthly political letter for the benefit of women electors in her husband's constituency—the Seaham Division of Durham. In her latest contribution she dwells on the virtues of leading members of the Labour-Socialist Government, and there is one passage, at least, that is well worth quoting.

Mr. J. H. Thomas, the Secretary of State for the Colonies, and therefore the guardian of Irish interests, plays to perfection," says Mrs. Webb, "the part of the plain British workman, who has become by sheer will power and brilliant intellectual gifts a leading statesman in the British Commonwealth of free nations. The last artistic touch, I may observe in passing, like the red rouge of a star actress's lips, is the deliberately persistent dropping of his h's, which adds style to his shrewd and witty speeches."

"This dropping of h's is the bit-bit of Jimmie's artistic cleverness. It adds an unmistakable note of audacious and uncompromising personality—a most popular feature in a democratic statesman, especially if he is also a master of outstanding common-sense."

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. R. T. G. Alden
Mr. & Mrs. E. B. Amos
Mr. W. Archibald
Capt. T. Arthur
Mr. F. W. Bachy
Mr. F. W. Barnes
Mr. W. H. Bartt
Mr. W. R. Baseden
Mr. & Mrs. Beale
Mrs. E. B. Bellios
Mr. V. Benjamin
Mr. D. Borthan
Mr. H. Bickerton
Mrs. E. J. Birbeck
Mr. A. Brooks
Mr. A. Brodbeck
Mr. & Mrs. C. B.

Mr. A. W. Gisham
Mr. A. C. Gisham
Mr. W. Chant
Mr. M. G. Charles
Mr. J. E. Cogan
Mr. I. Coulthart
Mr. R. P. Crowe
Mr. & Mrs. Davey
Mrs. D. R. Davies
Capt. Dickens
Mr. L. Dingwall
Mr. J. Donaghy
Mr. & Mrs. W. A. R. Douglas
Miss Eccles
Mr. & Mrs. E. E. Ellis
Mr. G. P. Ellasser
Mr. Felix Ellis
Miss M. Ellis
Mr. J. P. Fabbry
Mr. W. N. Fenleyson
Mr. & Mrs. Francis
Dr. Douglas R. Gawler
Mr. E. Giffers
Dr. George
Dr. R. E. Gill
Mr. & Mrs. J. Gould
Capt. T. P. Hall
Mr. & Mrs. H. A.

Mr. J. Scott Hamilton
Mr. E. Hausmann
Mr. Haynes
Mr. P. J. van Hecke
Mr. B. Henderson
Mr. A. F. Henry
Mr. K. Henry
Lt. Com. G. F. Hole
Mr. J. Holmes

Mr. J. Scott Hamilton
Mr. E. Hausmann
Mr. Haynes
Mr. P. J. van Hecke
Mr. B. Henderson
Mr. A. F. Henry
Mr. K. Henry
Lt. Com. G. F. Hole
Mr. J. Holmes

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Mr. P. J. van Hecke
Mr. B. Henderson
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